SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

135

To Take Effect Sunday, September 28, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

J. W. CORBETT,
Superintendent.

EASTWARD

BROOKLYN SUBDIVISION

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 135 September 28, 1941
	666	686	664	678	670	20	12	24	16	330		
	Freight	Local Freight	Freight	Local Freight	Freight	Klamath	Beaver	Cascade	West Coast	Rogue River		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Eugene yd. BKWOYPT	6.00PM		9.05AM		1.40AM	5.17PM	12.22PM	10.00AM	4.18AM	3.52AM	649.2	TO-R EUGENE YARD 3.8
101 P	6.06		9.11		1.46	5.21	12.26	10.04	4.22	3.56	653.0	IRVING 6.9
63 P	6.17		9.26		1.57	5.28	12.33	10.11	4.29	4.03	659.9	SWAIN 0.7
24 WP						f 5.31				f	660.6	TO JUNCTION CITY 4.5
80 P	6.30		9.39		**2.10**	5.40	12.43	10.19	4.39	f 4.14	665.1	TO HARRISBURG 5.6
62 P	6.40		9.48		2.19	5.46	12.49	10.24	4.44	4.19	670.7	FOLK 3.1
87 P	6.50		9.54		2.26	5.51	12.53	10.29	4.49	f 4.24	673.8	TO HALSEY 5.2
98 WP	7.00		10.02		2.35	5.57	12.59	10.34	4.55	f 4.30	679.0	SHEDD 5.6
97 P	7.10		10.11		2.44	6.03	1.05	10.39	5.01	f 4.36	684.6	TANGENT 5.3
Albany yd. 86 P						6.08	1.10	10.44	5.06	4.41	689.9	PAGE 1.0
Albany yd. BKW OYPT	**7.40**		10.25		2.58	s 6.17	s 1.17	10.49	s 5.16	s 4.55	690.9	TO-R ALBANY 4.5
92 P	7.55		10.37		3.10	6.27	1.27	**11.00**	5.26	5.05	695.4	MILLERSBURG 4.1
91 P	**8.24**		**10.52**		3.17	6.32	1.32	11.07	5.31	f 5.11	699.5	JEFFERSON 4.7
60 WP	8.35		11.00		3.25	6.38	1.37	11.12	5.36	f 5.17	704.2	TO MARION 6.5
101 P	8.55		11.10		3.35	6.45	1.43	11.19	5.43	f 5.24	710.7	TURNER 6.7
Salem yard 105 P	9.08		**11.27**		3.46	**7.00**	1.50	**11.27**	5.51	5.31	717.4	PRINGLE 0.8
Salem yard BKWOYP	9.18		11.40	9.00AM	3.49	s 7.10	s 1.59	11.35	s 6.00	s 5.38	718.2	TO-R SALEM 0.6
Salem yard P											718.8	LEMROOK 1.5
Salem yard 72 P	**9.26**		11.47	9.10	4.05	7.18	**2.07**	11.41	6.09	5.45	720.3	FAIR GROUNDS 1.9
101 P	9.35		11.51	9.15	4.09	7.21	2.11	11.44	6.12	5.48	722.2	LABISH 1.1
23 P										f 5.50	723.3	CHEMAWA 3.6
99 P	9.45		11.58AM	9.25	4.17	**7.28**	2.16	11.49	6.19	f 5.54	726.9	A. B. S. TO BROOKS 5.2
56 P	9.55		12.11PM	**9.40**	4.26	7.34	2.22	11.55	6.25	f 6.00	732.1	TO GERVAIS 3.1
Yd Lmt 117 WYP	10.05		12.16	**10.00**	4.31	s 7.40	2.27	11.59AM	6.32	s 6.08	735.2	TO WOODBURN 3.6
36 P	10.11		12.22	10.15	4.37	7.44	2.31	12.04PM	6.36	f 6.12	738.8	HUBBARD 2.8
111 P	10.15		12.25	10.40	4.42	7.47	2.36	12.07	6.40	6.15	741.6	HITO 1.6
8 P											743.2	AURORA 2.0
27 P											745.2	BARLOW 1.6
Yd Lmt 118 WYP	10.30		12.35	11.00	4.54	f 7.55	2.44	12.14	6.49	s 6.25	746.8	TO CANBY 3.3
(Spur 14)P											750.1	NEW ERA 0.7
62 P	**10.48**		12.42	11.15	5.04	8.02	2.52	12.21	6.57	6.32	750.8	COALOA 2.1
23 P											752.9	PULP 2.6
112 WP	11.04 11.13		**12.53**	11.30	5.15	s 8.11	3.01	12.30	7.06	s 6.43	755.5	TO OREGON CITY 1.8
											757.3	PARK PLACE 2.7
99 P	11.52		1.03	11.42	5.29	f **8.20**	3.12	**12.39**	7.17	f 6.53	760.0	CLACKAMAS 4.1
107 P	11.59PM		1.10	11.50	5.36	8.30	3.17	12.44	7.22	6.59	764.1	EAST MILWAUKIE 1.1
Portland yard P	12.05AM	7.20PM	1.12	11.55AM	5.38	8.33	3.19	12.46	7.24	7.01	765.2	WILLSBURG JCT. 0.8
Portland yard 125											766.0	REED 0.9
Portland yard 42 BKW OTP	12.10AM	7.25PM	1.15PM	12.05PM	5.45AM	8.36	3.21	12.48	7.26	7.05	766.9	TO-R BROOKLYN 2.3
Portland yard IP						8.48	3.32	12.59	7.37	7.16	769.2	CLAY STREET 0.5
Portland yard										s 7.20	769.7	EAST MORRISON ST. Double Track 1.3
Portland yard BKIP						s 9.00PM	s 3.45PM	s 1.10PM	s 7.50AM	s 7.30AM	771.0	TO-R PORTLAND
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		121.8
	(6.10) 19.09	(0.05) 20.40	(4.10) 28.25	(3.05) 15.79	(4.05) 28.86	(3.43) 33.52	(3.23) 36.00	(3.10) 38.41	(3.32) 34.47	(3.38) 33.52		................Time over District ....Average Speed per Hour

No. 16 and No. 12 reduce speed at Oregon City to exchange U. S. Mail and newspapers.
No. 330 stop if necessary at Aurora to exchange U. S. Mail.
Schedule time and train orders of eastward first-class trains Eugene Yard apply at east switch Eugene siding opposite signals 6490-6491.
See page 7 for Tallman Branch trains using siding between Page and Albany and page 10 for Falls City Branch schedules between Salem and Lemrock. Falls City Branch trains may run ahead of delayed main line first-class trains between Salem and Lemrock.
Eastward inferior trains may run ahead of delayed first-class trains Willsburg Jct. to Brooklyn.

ADDITIONAL STATIONS

Hawley Pulp & Paper Co.	M. P. 752.2—26 cars
Haskell	M. P. 761.0— 6 cars (Spur)

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers from (or beyond)
16	Jct. City, Halsey, Chemawa, Woodburn, Canby, Ore. City	Discharge, revenue	Klamath Falls
20	Halsey, Chemawa	Revenue	Eugene or Portland
20	Harrisburg, Halsey, Tangent	Perishable express	Eugene or Portland
24	Albany, Salem	Discharge	Davis

BROOKLYN SUBDIVISION WESTWARD

	Time Table No. 135 September 28, 1941 STATIONS			Distance from Portland	FIRST CLASS					SECOND CLASS				
					19 Klamath Arrive Daily	23 Cascade Arrive Daily	329 Rogue River Arrive Daily	17 Oregonian Arrive Daily	15 West Coast Arrive Daily	677 Local Freight Arrive Daily Ex. Sunday	663 Freight Arrive Daily	665 Freight Arrive Daily	669 Freight Arrive Daily	685 Local Freight Arrive Daily
A. B. S.	TO-R EUGENE YARD	3.8		121.8	12.08PM	8.31PM	11.27PM	1.08AM	1.33AM		4.20PM	10.05PM	2.50AM	
	IRVING	6.9		118.0	12.04PM	8.27	11.22	1.04	1.29		4.13	9.59	2.38	
	SWAIN	0.7		111.1	11.56AM	8.20	11.14	12.57	1.22					
	TO JUNCTION CITY	4.5		110.4	f 11.53	8.18	s 11.12	12.55	1.20		4.00	9.46	2.20	
	TO HARRISBURG	5.6		105.9	11.45	8.11	11.04	12.48	1.13		3.51	9.38	**2.10**	
	FOLK	3.1		100.3	11.39	8.05	10.57	12.42	1.07		3.42	9.29	2.01	
	TO HALSEY	5.2		97.2	11.36	8.02	10.53	12.39	1.04		3.36	9.20	1.55	
	SHEDD	5.6		92.0	11.30	7.55	10.46	12.33	12.58		3.27	9.06	1.45	
	TANGENT	5.3		86.4	11.24	7.50	10.41	12.28	12.53		3.18	8.55	1.35	
	PAGE	1.0		81.1	11.19	7.44	10.34	12.23	12.47					
	TO-R ALBANY	4.5		80.1	s 11.15	s **7.40**	s 10.30	s 12.18	s 12.43		3.06	8.43	1.20	
	MILLERSBURG	4.1		75.6	**11.00**	7.25	10.08	12.05AM	12.30		2.54	8.31	1.07	
	JEFFERSON	4.7		71.5	**10.52**	7.20	10.02	11.59PM	12.25		2.47	**8.24**	12.57	
	TO MARION	6.5		66.8	10.47	7.15	f 9.57	11.54	12.20		2.40	8.15	12.47	
	TURNER	6.7		60.3	10.40	7.08	f 9.48	11.48	12.13		2.30	8.05	12.37	
	PRINGLE	0.8		53.6	10.33	**7.00**	9.39	11.41	12.06		2.19	7.54	12.26	
	TO-R SALEM	0.6		52.8	s 10.30	s 6.57	s 9.35	s 11.38	s 12.02AM	10.35AM	2.16	7.51	12.23	
	LEMROCK	1.5		52.2						10.30	2.14	7.49	12.21	
	FAIR GROUNDS	1.9		50.7	10.19	6.50	**9.26**	11.27	11.53PM	10.25	**2.07**	7.44	12.17	
	LABISH	1.1		48.8	**10.15**	6.47	9.23	11.24	11.50	**10.15**	1.59	7.40	12.13	
	CHEMAWA	3.6		47.7			9.22							
	TO BROOKS	5.2		44.1	10.10	6.42	9.18	11.19	11.45	9.50	1.52	**7.28**	12.06AM	
	TO GERVAIS	3.1		38.9	10.04	6.36	9.12	11.13	11.39	**9.40**	1.43	7.18	11.57PM	
	TO WOODBURN	3.6		35.8	s **10.00**	6.32	s 9.08	11.09	11.35	9.30	1.38	7.12	11.52	
	HUBBARD	2.8		32.2	9.54	6.27	8.59	11.05	11.31	9.10	1.29	7.06	11.46	
	HITO	1.6		29.4	9.51	6.24	8.56	11.02	11.28	8.50	1.25	7.01	11.41	
	AURORA	2.0		27.8										
	BARLOW	1.6		25.8										
	TO CANBY	3.3		24.2	9.42	6.15	s 8.47	10.54	11.20	8.35	1.14	6.54	11.31	
	NEW ERA	0.7		20.9										
	COALOA	2.1		20.2	9.35	6.08	8.39	**10.48**	11.13	8.20	1.05	6.41	11.23	
	PULP	2.6		18.1										
	TO OREGON CITY	1.8		15.5	f 9.25	5.59	s 8.32	10.39	**11.04**	8.10	**12.53**	6.31	**11.13**	
	PARK PLACE	2.7		13.7			f							
	CLACKAMAS	4.1		11.0	9.15	5.49	f **8.20**	10.29	10.54	8.00	**12.39**	6.18	11.02	
	EAST MILWAUKIE	1.1		6.9	9.10	5.44	8.10	10.24	10.49	7.50	12.30	6.11	10.55	
	WILLSBURG JCT.	0.8		5.8	9.08	5.42	8.08	10.22	10.47	7.45	12.28	6.09	10.53	11.35PM
	REED	0.9		5.0										
	TO-R BROOKLYN	2.3		4.1	9.05	5.40	8.06	10.20	10.45	7.40AM	12.25PM	6.05PM	10.50PM	11.30PM
	CLAY STREET	0.5	Double Track	1.8	8.55	5.30	7.55	10.10	10.35					
	EAST MORRISON ST.	1.3		1.3			s 7.52							
	TO-R PORTLAND			0.0	8.45AM	5.20PM	7.45PM	10.00PM	10.25PM					
				121.8	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour				(3.17) 37.04	(3.11) 38.24	(3.42) 32.92	(3.08) 38.87	(3.08) 38.87	(2.55) 16.70	(3.55) 30.05	(4.00) 29.42	(4.00) 29.42	(0.05) 20.40

On request of postal clerk No. 19 reduce speed at Gervais, Shedd, Halsey, Harrisburg and Junction City to dispatch U. S. Mail and newspapers.

No. 17 reduce speed at Oregon City to exchange mail and newspapers.

See page 7 for Tallman Branch trains using siding between Albany and Page, and page 10 for Falls City Branch schedules between Lemrock and Salem.

Falls City Branch trains may run ahead of delayed main line first-class trains between Salem and Lemrock.

Schedule time and train orders of westward first-class trains Brooklyn apply at crossover which enters yard just west of telegraph office.

ADDITIONAL STATIONS

Hawley Pulp & Paper Co. M. P. 752.2—26 cars
Haskell M. P. 761.0— 6 cars (Spur)

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
19	Canby, Chemawa, Halsey	Revenue	Eugene	Portland
15	Ore. City, Canby, Woodburn, Jct. City	Receive, revenue	Klamath Falls	
329	Chemawa	Receive or discharge	Eugene	Portland
329	Any Station	Receive	Eugene	

BROOKLYN SUBDIVISION

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 135 September 28, 1941		Distance from Eugene Yard	FIRST CLASS					SECOND CLASS		
	668 Freight	624 Freight	662 Freight	20 Klamath	12 Beaver	24 Cascade	16 West Coast	330 Rogue River		STATIONS			17 Oregonian	15 West Coast	19 Klamath	23 Cascade	329 Rogue River	661 Freight	623 Freight	667 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits 38 YBKWOP	2.00PM		2.15AM	1.50PM	9.10AM	7.00AM	12.55AM		528.6	TO-R CRESCENT LAKE 3.5	A. B. S.	96.9	s4.48AM	s 5.20AM	s 4.30PM	12.15AM		8.00AM		7.00PM
93 P	2.06		2.21	1.55	9.15	7.05	1.00		532.1	ODELL LAKE 4.6		93.4	4.41	5.13	4.23	12.08		7.50		6.50
144 Yd Lmt WYP	2.14		2.29	f2.02	9.21	7.11	1.07		536.7	TO CASCADE SUMMIT 4.1		88.8	4.34	5.05	f 4.15	12.01AM		7.40		6.40
113 P	2.27		2.42	2.11	9.29	**7.19**	1.16		540.8	ABERNETHY 5.2		84.7	4.15	4.46	3.57	11.43PM		**7.19**		6.10
98 IWP	2.43		2.58	2.22	9.40	7.30	1.27		546.0	TO CRUZATTE 5.3		79.5	4.02	4.32	3.46	11.30		6.47		5.50
108 P	3.00		3.14	2.33	9.51	7.41	1.38		551.3	FRAZIER 3.5		74.2	3.50	4.20	3.35	11.18		6.20		5.30
101 YP	**3.25**		**3.40** **4.10**	2.43	10.01	7.51	1.48		554.8	TO FIELDS 5.6		70.7	**3.40**	**4.10**	**3.25**	11.07		6.00		5.15
108 WP	3.42		4.30	2.55	10.13	8.03	2.00		560.4	TO WICOPEE 3.8		65.1	3.28	3.59	3.13	10.54		5.40		4.55
99 P	3.55		**5.05**	**3.03**	10.21	8.11	2.08		564.2	HEATHER 5.1		61.3	3.19	3.51	**3.03**	10.44		**5.05**		4.29
100 WP	**4.15**		5.25	3.15	10.31	8.22	2.19		569.3	TO McCREDIE SPRINGS 6.0		56.2	3.08	3.39	2.38	10.33		4.40		**4.15**
106 P	4.35		5.40	3.27	10.43	8.34	2.31		575.3	PRYOR 5.2		50.2	2.56	3.27	2.23	10.20		4.25		4.00
Yard Limits 119 BKWOYP	4.55		5.55	s**3.40**	10.55	8.45	s **2.43**		580.5	TO-R OAKRIDGE 2.2		45.0	s**2.43**	s 3.15	s 2.10	10.07		4.10		**3.40**
P									582.7	TO WESTFIR 0.8		42.8			f					
62 P	5.01		6.02	3.44	10.59	8.49	2.48		583.5	HEMLOCK 2.1		42.0	2.23	2.57	1.49	9.52		3.37		3.12
100 P	5.12		6.06	3.47	11.02	8.52	**2.53**		585.6	LOOKOUT 5.3		39.9	2.20	**2.53**	1.45	9.48		3.33		3.05
123 P	5.22		6.15	3.55	11.10	8.59	3.03		590.9	LAWLER 1.2		34.6	2.13	2.40	1.38	9.41		3.24		2.55
(Spur 9) P									592.1	ARMET 3.8		33.4								
103 P	5.31		6.24	4.02	11.16	9.05	**3.11**		595.9	RESERVE 4.9		29.6	2.07	2.34	1.30	9.34		**3.11**		2.44
100 WP	5.40		6.33	4.09	11.22	9.11	3.18		600.8	TO CARTER 2.5		24.7	2.01	2.28	1.22	9.27		2.55		2.35
24 P									603.3	LOWELL 2.1		22.2			f					
99 P	5.50		6.42	f4.19	11.28	9.17	3.26		605.4	PENGRA 3.0		20.1	1.55	2.22	1.13	9.20		2.45		2.15
									608.4	FALL CREEK 1.7		17.1								
56 P	5.59		6.50	4.26	11.34	9.23	3.35		610.1	HILLS 1.8		15.4	1.49	2.15	1.03	9.13		2.37		2.07
29 P									611.9	JASPER 2.2		13.6								
101 P	6.07		6.59	4.32	11.39	9.28	3.42		614.1	NATRON 3.9		11.4	1.44	2.09	12.56	9.07		2.30		2.00
Yard Limits P									618.0	R MOHAWK JCT. 1.4		7.5								
Yard Limits 101 WYP	6.17		7.10	4.42	11.46	9.35	3.49		619.4	TO-R SPRINGFIELD 1.2		6.1	1.37	2.02	s12.49	9.00		2.20		1.50
(Spur 77) YP	6.20	12.55PM	7.13	4.45	11.49	9 37	3.52	3.14AM	620.6 644.3	TO-R SPRINGFIELD JCT. 3.0		4.9	1.34	1.59	12.44	8.57	12.04AM	2.17	8.00AM	1.47
Eugene yard 179 BKWP				s4.55 5.10	s11.58AM **12.15**PM	s 9.46 9.53	s 4.01 4.11	s3.24 3.45	647.3	TO-R EUGENE 1.9		1.9	1.25 s1.15	1.50 s 1.40	12.35 s**12.15**	8.48 s8.38	11.55PM s11.34			
Eugene yard BKW OTYP	6.40PM	1.15PM	7.30AM	5.17PM	12.22PM	10.00AM	4.18AM	3.52AM	649.2	TO-R EUGENE YARD		0.0	1.08AM	1.33AM	12.08PM	8.31PM	11.27PM	2.00AM	7.40AM	1.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		96.9			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.40) 20.60	(0.20) 14.70	(5.15) 18.46	(3.27) 28.09	(3.12) 30.28	(3.00) 32.30	(3.23) 28.64	(0.38) 7.74		..........Time over District.......... ....Average Speed per Hour.......			(3.40) 26.43	(3.47) 25.61	(4.22) 21.89	(3.44) 25.89	(0.37) 7.95	(6.00) 16.15	(0.20) 14.70	(5.30) 17.62

Rule S-72—Exceptions: No. 330 is superior to Nos. 23, 17 and 15 from Springfield Jct. to west switch Eugene siding.

Nos. 16, 24 and 12 are superior to No. 329 from Springfield Jct. to west switch Eugene siding.

No. 17 stop at Cascade Summit to exchange U. S. Mail.

No. 17 reduce to 10 MPH at Westfir, daily, and No. 12 at Springfield daily except Sundays and Holidays, to exchange U. S. Mail.

No. 19 stop at Fall Creek, Pengra, Armet, McCredie Springs when necessary for U. S. Mail.

Nos. 19 and 20 stop on flag Jasper to exchange U. S. Mail.

No. 20 slow down, stop if necessary, at Springfield and Westfir to exchange U. S. Mail.

Schedule time and train orders of eastward first-class trains Eugene Yard apply at east switch Eugene siding opposite signals 6490-6491.

Eastward inferior trains may run ahead of delayed first-class trains Springfield Jct. to Eugene Yard.

Schedule time and train orders of eastward first-class trains Eugene apply at crossover west of signal bridge signals 6476-6477.

At Crescent Lake Sacramento Division first-class schedules and train orders referrring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
12	Oakridge	Discharge		Berkeley
19	Cruzatte and Fields	Sunday Tuesday Thursday	Any Station	Any Station
19	Wicopee Frazier and Abernethy	Monday Wednesday Friday		
20	McCredie Springs	Receive or discharge	Eugene	Crescent Lake
20	Lowell Springfield	Receive or discharge	Eugene	Gerber
20	Westfir	Receive or discharge	Eugene	Klamath Falls
20	Abernethy Cruzatte Wicopee	Receive Sunday		
16	Cascade Summit and Westfir	Receive or Discharge	Eugene	Klamath Falls
16	Fields and Wicopee	Receive Sunday		

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 135 September 28, 1941 Wendling Branch STATIONS	Distance from Wendling
P		646.6	R MOHAWK JCT. 2.7	15.7
		649.3	HENDRICKS 9.3	13.0
37 WP		658.6	TO MARCOLA 1.1	3.7
(Spur) P		659.7	HYLAND 2.6	2.6
Yard Limits KYP		662.3	TO-R WENDLING	0.0
			(15.7)	
			..........Time over District.......... ....Average Speed per Hour.......	

EASTWARD MEDFORD SUBDIVISION WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Siskiyou Line		Time Table No. 135 September 28, 1941	Distance from Roseburg	FIRST CLASS		SECOND CLASS
	624	330	8					329	7	623
	Freight	Rogue River	Shasta					Rogue River	Shasta	Freight
	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Ashland Yd. BKWOTP	9.30AM	7.15PM	10.55AM	429.1		TO-R ASHLAND 5.5	143.5	s 8.45AM	s 6.20PM	3.45AM
58 P	9.43	s 7.25	11.04	434.6		TALENT 2.4	138.0	s 8.30	6.11	3.30
18	9.49	f 7.30	11.08	437.0		PHOENIX 1.4	135.6	f 8.22	6.07	3.15
				438.4		GAS WORKS 0.4	134.2			
				438.8		VOORHIES 1.9	133.8			
Yard Limits 93	10.05	7.38	11.15	440.7		KANE 1.1	131.9	8.15	6.00	3.05
60 KWP	10.48	s 7.50	s 11.23	441.8		TO MEDFORD 3.9	130.8	s 8.10 7.55	s 5.55	3.00
60 P	11.17	s 8.00	11.32	445.7		CENTRAL POINT 2.0	126.9	s 7.45	5.43	2.35
				447.7		SEVEN OAKS 2.5	124.9			
24 P	11.28	8.07	11.38	450.2		TOLO 7.0	122.4	7.38	5.37	2.20
38 Yard Limits WP	**11.52AM**	s 8.20	f **11.52AM**	457.2		TO GOLD HILL 7.7	115.4	s 7.24	f 5.23	2.00
50 P	12.10PM	f 8.30	f 12.02PM	464.9		ROGUE RIVER 9.0	107.7	s 7.09	f 5.13	1.30
Yard Limits 63 BKWTP	12.30	s 8.48	s 12.15PM	473.9		TO-R GRANTS PASS 4.3	98.7	s 6.54	5.00PM	1.10
69 P	12.45	8.57		478.2		DIMMICK 4.3	94.4	6.33		12.50
35 P	12.57	f 9.06		482.5		MERLIN 4.9	90.1	s 6.24		12.35
84 P	1.09	f 9.15		487.4		HUGO 6.7	85.2	s 6.11		12.20AM
65 P	1.35	f 9.29		494.1	A. B.	LELAND 4.5	78.5	s 6.01		11.55PM
60 P	1.50	9.39		498.6		POLLARD 3.4	74.0	5.50		11.40
68 P	2.09	f 9.46		502.0		WOLF CREEK 5.9	70.6	s 5.44		11.25
Yard Limits 60 KWOTP	2.35	s 10.03		507.9		TO GLENDALE 4.1	64.7	s 5.30		11.00
70 P	2.50	10.10		512.0		REUBEN 4.5	60.6	5.18		10.36
58 P	3.10	f **10.21**		516.5		BRANDT 1.4	56.1	f 5.07		**10.21**
		f		517.9		LANGDON 3.8	54.7	f		
74 TP	3.30	f 10.33		521.7		WEST FORK 3.9	50.9	s 4.55		9.48
36 P	3.51	10.42		525.6		COW CREEK 5.8	47.0	4.45		9.35
43 P	4.23	f 10.56		531.4		PECK 4.1	41.2	f 4.31		9.15
62 P	4.40	f 11.05		535.5		BYERS 4.8	37.1	f 4.20		9.02
(Spur 6) P	5.05	11.17		540.3		CORNUTT 3.9	32.3	4.08		8.47
57 P	5.20	s 11.22		544.2		RIDDLE 5.1	28.4	s 4.02		8.39
62 P	5.40	11.32		549.3		WEAVER 1.1	23.3	3.52		
15 WP	5.45	s 11.34		550.4		TO MYRTLE CREEK 4.5	22.2	s 3.50		8.21
86 P	6.05	11.44		554.9		DOLE 7.1	17.7	f 3.38		8.07
59 P	6.25	f 11.56PM		562.0		DILLARD 5.7	10.6	s 3.26		7.49
41 P	6.40	12.06AM		567.7		GREEN 4.9	4.9	3.13		7.30
Roseburg Yd. 65 BKWOTP	6.55PM	s 12.17AM		572.6		TO-R ROSEBURG	0.0	3.02AM		7.15PM
	Arrive Daily	Arrive Daily	Arrive Daily			(143.5)		Leave Daily	Leave Daily	Leave Daily
	(9.25) 15.24	(5.02) 28.51	(1.20) 33.60			Time over District Average Speed per Hour		(5.43) 24.52	(1.20) 33.60	(8.30) 16.88

Nos. 7 and 8 reduce speed at Rogue River, Gold Hill, Central Point and Phoenix to discharge parcel post and U. S. Mail.

Nos. 7 and 8 stop on flag at Talent to dispatch and receive parcel post and U. S. Mail.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water Supply—M. P. 536-2

Additional Stations
Rosenberg Bros. M. P. 439.6—8 cars (spur)
Rock Point.........M. P. 459.4—4 cars
Shady...............M. P. 569.4—17 cars

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco via Siskiyou Line		Time Table No. 135 September 28, 1941	Distance from Springfield Jct.	FIRST CLASS	SECOND CLASS
	624	330					329	623
	Freight	Rogue River					Rogue River	Freight
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
Roseburg Yd. 65 BKWOTP	8.30AM	12.30AM	572.6		TO-R ROSEBURG 5.2	71.7	s 2.42AM	12.20PM
			577.8		WINCHESTER 3.6	66.5	f	
57 P	8.55	f 12.49	581.4		WILBUR 2.5	62.9	f 2.25	11.55AM
			583.9		DEADY 2.5	60.4		
56 P	9.10	f 12.57	586.4		SUTHERLIN 2.7	57.9	f 2.17	11.40
58 WP	9.24	f 1.04	589.1		TO OAKLAND 6.3	55.2	f 2.11	11.30
40 P		f	595.4		ISADORA 2.1	48.9	f	
56 P	9.50	1.21	597.5		RICE HILL 6.2	46.8	1.55	11.05
64 P	10.15	f **1.40**	603.7		YONCALLA 5.3	40.6	f **1.40**	10.50
69 Yard Limits WP	**10.35**	f 1.51	609.0		TO DRAIN 1.2	35.3	s 1.27	**10.35**
(Spur 13)			610.2		KREWSON 1.5	34.1		
32	10.45	f 1.58	611.7		LEONA 1.5	32.6	f	
60 P	10.55	2.01	613.2		SAFLEY 2.0	31.1	1.11	9.45
		f	615.2	A. B.	ANLAUF 0.9	29.1	f	
12		f	616.1		CURTIN 1.8	28.2	f	
42 P	11.15	f 2.10	617.9		COMSTOCK 4.0	26.4	f 1.03	9.25
82 YP	11.30AM	f 2.20	621.9		DIVIDE 2.4	22.4	f 12.53	9.15
Yard Limits 7			624.3		MONETT 0.7	20.0		
39		f	625.0		LATHAM 1.5	19.3	f	
45 WP	12.10PM	s 2.37	626.5		TO COTTAGE GROVE 2.6	17.8	s 12.44	8.50
(Spur 22)		f	629.1		SAGINAW 1.5	15.2	f	
65 P	12.20	f 2.46	630.6		WALKER 4.9	13.7	f 12.29	8.35
60 P	12.35	f 2.55	635.5		CRESWELL 5.4	8.8	f 12.21	8.20
65 P	12.45	f 3.04	640.9		GOSHEN 3.4	3.4	f 12.11	8.10
(Spur 77) YP	12.55PM	3.14AM	644.3		TO-R SPRINGFIELD JCT.	0.0	12.04AM	8.00AM
	Arrive Daily	Arrive Daily			(71.7)		Leave Daily	Leave Daily
	(4.25) 16.23	(2.44) 26.23			Time over District Average Speed per Hour		(2.38) 27.23	(4.20) 16.55

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
329	Dad's Creek M. P. 529.5	Receive or discharge	Any Station	Any Station

MARSHFIELD SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 135
September 28, 1941
Coos Bay Branch

EASTWARD							WESTWARD	
	SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS
Capacity of Sidings in car Lengths	752 Local Freight	334 Coos Bay	Distance from San Francisco		STATIONS	Distance from Marshfield	333 Coos Bay	751 Local Freight
	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Monday
Eugene yard { 30 BK WP		12.30AM	647.3	TO-R	EUGENE 1.0	121.6	s 12.01 AM	
53 BKW OYTP	6.30AM		648.3	TO-R	EUGENE YARD 1.0	120.6		2.45PM
			649.3		O. E. CROSSING 2.3	119.6	11.54PM	
54	6.42	12.38	651.6		DANEBO 8.9	117.3	11.49	2.35
43 P	7.08	f 12.59	660.5	TO	VENETA 1.6	108.4	s 11.27	2.05
		f	662.1		LONG TOM 3.2	106.8	f	
27 WP	7.20	f 1.08	665.3		NOTI 3.0	103.6	f 11.16	1.55
		f 1.16	668.3		VAUGHN 3.2	100.6	f 11.09	
17	7.40	f 1.25	671.5		FLAGG 4.4	97.4	f	1.35
27 P	7.55	f 1.34	675.9		WALTON 0.7	93.0	f 10.52	1.25
PW		f	676.6		SHANNON 2.4	92.3	f	
		f	679.0		GLOBE 3.1	89.9	f	
		f	682.1		AUSTA 1.9	86.8	f	
		f	684.0		LINSLAW 1.0	84.9	f	
56 P	8.15	f 1.55	685.0		RICHARDSON 8.8	83.9	f 10.32	12.55
43 WP	8.40	f 2.15	693.8		NEKOMA 3.3	75.1	f 10.14	12.30
56 TP	8.55	f 2.23	697.1	TO	SWISSHOME 0.7	71.8	f 10.06	12.15PM
11		f	697.8		SIUSLAW 2.8	71.1	f 10.04	
11		f 2.30	700.6		RAINROCK 4.7	68.3	f 9.58	
53 P	9.55	s 2.41	705.3	TO	MAPLETON 5.0	63.6	s 9.49	11.45AM
		f	710.3		BECK 4.7	58.6	f 9.36	
56 WP	**11.00**	f 3.03	715.0		WENDSON 1.3	53.9	f 9.26	**11.00**
P	11.10	s 3.15	716.3	TO	CUSHMAN 1.7	52.6	s 9.22	10.45
18	11.20	s 3.28	718.0		SIBOCO 3.3	50.7	s 9.14	10.35
(Spur17) P		f 3.37	721.3		CANARY 3.7	47.6	f 9.05	
12 P	11.55AM	s 3.46	725.0		SILTCOOS 2.2	43.9	s 8.55	10.05
(Spur 11)	12.10PM	f 3.53	727.2		ADA 1.1	41.7	f 8.49	9.55
37 P	12.20	f 3.56	728.3		BOOTH 4.5	39.6	f 8.47	9.45
40 P	12.45	f 4.07	732.8		KROLL 2.3	36.1	f 8.36	9.30
13	1.00	f 4.12	735.1		BRENHAM 3.7	33.8	f 8.30	9.20
39 P	1.30	s 4.21	738.8		GARDINER 1.6	30.1	s 8.22	9.05
Yard Limits 49 BKWPT	2.30	s 4.33	740.4	TO-R	REEDSPORT 4.8	28.5	s 8.15	8.50
27	2.45	f 4.43	745.2		THARP 2.8	23.7	f 7.59	8.35
		f	748.0		WILLARD 3.0	20.9	f	
		s	751.0		NORTH LAKE 1.1	17.9	s	
52 WP	3.10	s 4.58	752.1		LAKESIDE 7.2	16.8	s 7.42	8.08
11 P	3.30	f 5.11	759.3		HAUSER 2.5	9.6	f 7.28	7.35
		f	761.8		ROGERS 1.2	7.1	f	
56	3.40	f 5.20	763.0		COOS 2.6	5.9	f 7.21	7.25
Marshfield yard { 50 P	3.55	s 5.35	765.6		NORTH BEND 3.3	3.3	s 7.12	7.15
32 BK WOYP	4.10PM	s 5.50AM	768.9	TO-R	MARSHFIELD	0.0	7.00PM	7.00AM
	Arrive Daily Ex. Sunday	Arrive Daily			(121.6)		Leave Daily	Leave Daily Ex. Monday
	(9.40) 12.48	(5.20) 22.48			..........Time over District.......... ....Average Speed per Hour..........		(5.01) 24.24	(7.45) 15.69

EASTWARD — WESTWARD

Time Table No. 135
September 28, 1941
Coos Bay Branch

Capacity of Sidings in car Lengths	Distance from San Francisco		STATIONS	Distance from Powers
Marshfield yard { 32 BK WOYP	768.9	TO-R	MARSHFIELD 1.6	44.6
59 P	770.5		McCORMAC 0.8	43.0
	771.3		OLEO 1.8	42.2
	773.1		HAYDEN 0.8	40.4
	773.9		INLET 4.6	39.6
50 Yard P	778.5		OVERLAND 6.0	35.0
Yard Limits { 23 P	784.5		CEDAR POINT 0.5	29.0
	785.0		FAIRVIEW JUNCTION 0.8	28.5
94 BKP	785.8	TO-R	COQUILLE 2.8	27.7
	738.6		JOHNSON 3.2	24.9
38 P	791.8		NORWAY 2.9	21.7
11 Yd Lmt WTP	794.7	TO	MYRTLE POINT 5.0	18.8
(Spur 7)	799.7		BROADBENT 2.4	13.8
40 Yard Limits P	802.1		WARNER 5.5	11.4
38 Yard Limits P	807.6		GAYLORD 1.2	5.9
(Spur 16)	808.8		BYERLE 1.5	4.7
	810.3		FENSLER 3.2	3.2
Yard Limits 56 BKWTP	813.5	TO-R	POWERS	0.0
			(44.6)	
			..........Time over District.......... ....Average Speed per Hour..........	

Water Supply MP 780.8

ADDITIONAL FLAG STOPS

Train	At	
All		M. P. 688.1
All	School	M. P. 744.2
All	Ivy	M. P. 747.1

BROOKLYN SUBDIVISION

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Tallman Branch

Capacity of sidings in car lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Tallman	SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Albany yard BKW OTYP	6.25 AM	690.9	TO-R	ALBANY	8.8	10.45 AM
				1.0		
P 86	6.29	689.9 639.5		PAGE	7.8	10.40
				2.0		
7	6.33	691.5		FROMAN	5.8	10.33
				2.2		
7	6.38	693.7		FRY	3.6	10.26
				1.7		
10	6.42	695.4		GOLTRA	1.9	10.21
				1.9		
Yard Limits 9 YP	6.48 AM	697.3	R	TALLMAN	0.0	10.15 AM
	Arrive Daily Ex. Sunday			(8.8)		Leave Daily Ex. Sunday
	(0.23) 22.96			Time over District Average Speed per Hour		(0.30) 17.60

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Woodburn-Springfield Branch

Capacity of sidings in car lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Woodburn	SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Yard Limits 101 WYP		645.0	TO-R	SPRINGFIELD	92.8	
				3.9		
(Spur 9)		648.9		ARMITAGE	88.9	
				3.5		
11		652.4		COBURG	85.4	
				7.9		
(Spur 8) P		660.3		PRICEBORO	77.5	
				3.3		
9 P		663.6		ROWLAND	74.2	
				8.4		
5 PW		672.0	TO	BROWNSVILLE	65.8	
				6.3		
10		678.3		PLAINVIEW	59.5	
				4.1		
		682.4		LOWSON	55.4	
				2.4		
Yard Limits 9 YP	6.50 AM	684.8	R	TALLMAN	53.0	10.10 AM
				0.7		
8		685.5		IRVINVILLE	52.3	
				3.0		
Yard Limits 33 KWP	7.15	688.5	TO-R	LEBANON	49.3	9.15
				4.3		
13	7.30	692.8		BREWSTER	45.0	9.05
				1.4		
35	7.40	694.2		GRIGGS	43.6	9.00
				3.2		
8 P	7.50	697.4		CRABTREE	40.4	8.50
				3.2		
3		700.6		GILKEY	37.2	
				2.3		
26 P	8.10	702.9	TO	WEST SCIO	34.9	8.30
				1.8		
Yard Limits WYP	8.25 AM	704.7	R	SHELBURN	33.1	8.25 AM
				2.2		
12		706.9		NORTH SANTIAM	30.9	
				1.4		
8		708.3		WEST STAYTON	29.5	
				3.8		
5 W		712.1		AUMSVILLE	25.7	
				2.9		
24		715.0		SHAW	22.8	
				2.4		
13		717.4		MACLEAY	20.4	
				2.0		
19 YP		719.4	R	GEER	18.4	
				1.9		
15		721.3		PRATUM	16.5	
				1.7		
(Spur 8)		723.0		SWITZERLAND	14.8	
				4.3		
Yard Limits 46 KWYP		727.3	TO-R	SILVERTON	10.5	
				2.3		
(Spur 10)		729.6		DOWNS	8.2	
				1.9		
19 P		731.5	TO	MT. ANGEL	6.3	
				2.2		
13		733.7		McKEE	4.1	
				4.1		
Yard Limits 117 WYP		737.8	TO-R	WOODBURN	0.0	
	Arrive Daily Ex. Sunday			(92.8)		Leave Daily Ex. Sunday
	(1.35) 11.51			Time over District Average Speed per Hour		(1.45) 11.37

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Mill City Branch

Capacity of sidings in car lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Idanha	SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Yard Limits WYP	8.25 AM	705.0	R	SHELBURN	45.0	8.25 AM
				5.9		
9 P	8.50	710.9		KINGSTON	39.1	8.00
				8.4		
18 WP	9.20	719.3	TO	LYONS	30.7	7.30
				0.9		
(Spur 8) P		720.2		FAWN	29.8	
				2.3		
7	9.35	722.5		FOX VALLEY	27.5	7.15
				4.1		
Yard Limits 20 BKWYP	9.55 AM	726.6	TO-R	MILL CITY	23.4	6.55 AM
				2.9		
18 P		729.5		GATES	20.5	
				4.3		
		733.8		NIAGARA	16.2	
				1.9		
20		735.7		LAKEWOOD	14.3	
				4.4		
5		740.1		GRANITE MOUNTAIN	9.9	
				0.7		
7		740.8		HALLS	9.2	
				0.6		
30		741.4		ELK RIVER	8.6	
				4.5		
Yard Limits 24 WPT		745.9	R	DETROIT	4.1	
				0.7		
11		746.6		LARSON	3.4	
				1.6		
11		748.2		GREYSTONE	1.8	
				0.6		
		748.8		BIRCHWOOD	1.2	
				1.2		
24		750.0		IDANHA	0.0	
	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday
	(1.30) 14.40			Time over District Average Speed per Hour		(1.30) 14.40

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Geer Branch

Capacity of sidings in car lengths		Distance from San Francisco		STATIONS	Distance from Geer	
Salem yard BKWOYP		725.9	TO-R	SALEM	6.5	
				3.3		
		722.6		LACHMUND	3.2	
				3.2		
Salem yard 19 YP		719.4	R	GEER	0.0	
				(6.5)		
				Time over District Average Speed per Hour		

Water Supply—M.P. 738.9 Mill City Branch

Woodburn-Springfield Branch:

Additional Stations
- Chestnut....................M.P. 650.5— 7 cars (spur)
- Whitaker....................M.P. 691.6—35 cars
- Balm....................M.P. 696.5— 9 cars (spur)

Mill City Branch:

Cascade Operating Co........M.P. 729.9—15 cars
Cumley....................M.P. 735.1—26 cars

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Toledo Branch

Capacity of sidings in car lengths	SECOND CLASS 706 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Toledo	SECOND CLASS 705 Local Freight Arrive Daily Ex. Sunday
Albany Yard BKWOYPT	6.00 AM	690.9	TO-R	ALBANY	74.7	2.10 PM
				1.7		
		692.6		NORTH ALBANY	73.0	
				4.5		
22	6.23	697.1		GRANGER	68.5	1.45
				5.0		
Corvallis yard YP	6.40	702.1	R	CORVALLIS JCT.	63.5	1.25
				1.0		
Corvallis yard BKWOYP	7.00	703.1	TO-R	CORVALLIS	62.5	1.10
				5.4		
16 WP	7.20	708.5		PHILOMATH	57.1	12.30 PM
				0.9		
P		709.4		FLYNN	56.2	
				6.5		
13 P	7.50	715.9		WRENS	49.7	11.55 AM
				1.3		
		717.2		RUSSELL	48.4	
				1.2		
7		718.4		HARRIS	47.2	
				4.8		
10 P	8.30	723.2		BLODGETT	42.4	11.25
				2.8		
7		726.0		DEVITT	39.6	
				2.5		
30 P	**10.05**	728.5		SUMMIT	37.1	**10.05**
				5.2		
26 TWP	10.30	733.7		NASHVILLE	31.9	9.40
				5.2		
34 P	10.50	738.9		NORTONS	26.7	9.20
				6.3		
34 P	11.15	745.2		EDDYVILLE	20.4	9.00
				5.4		
8 P	11.35 AM	750.6		CHITWOOD	15.0	8.40
				5.9		
	12.05 PM	756.5		ELK CITY	9.1	8.15
				9.1		
Yard Limits 23 BKPOTW	12.45 PM	765.6	TO-R	TOLEDO	0.0	7.45 AM
	Arrive Daily Ex. Sunday			(74.7)		Leave Daily Ex.Sunday
	(6.45) 11.06			Time over District Average Speed per Hour		(6.25) 11.64

Water Supply—M.P. 722.0. Toledo Branch.
M.P. 750.2. " "

Additional Stations
- Bittner Plug Lumber Co..M.P. 764.5—2 cars (spur)
- Marval....................M.P. 727.3—3 cars

Toledo Branch—End of Line—M.P. 766.7.

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 135 September 28, 1941 West Side Branch STATIONS	Distance from Hillsboro
(Spur 11) P	662.6		CHESHIRE 1.9	101.9
12 P	664.5		BEAR CREEK 2.4	100.0
9 P	666.9		FERGUSON 4.8	97.6
15 Yard Limits P	671.7	TO-R	MONROE 1.3	92.8
22 PYW	673.0	R	ALPINE JCT. 1.8	91.5
	674.8		BURNETT 6.5	89.7
27	681.3		GREENBERRY 3.3	83.2
27	684.6		DRY CREEK 2.3	79.9
Corvallis yd 52	686.9		BURGESS 2.0	77.6
BKWOYP	688.9	TO-R	CORVALLIS 1.0	75.6
YP	689.9	R	CORVALLIS JCT. 3.8	74.6
	693.7		LEWISBURG 5.2	70.8
16 P	698.9		WELLSDALE 3.1	65.6
18	702.0		SUVER 2.0	62.5
16 P	704.0		PARKER 3.0	60.5
	707.0		WIGRICH JCT. 2.3	57.5
Yard Limits 10 WP	709.3	TO	INDEPENDENCE 1.2	55.2
46 P	710.5		V. & S. JCT. 3.8	54.0
Yard Limits YP	714.3	TO R	GERLINGER (F. C. Csg.) 0.7	50.2
15 WP	715.0		DERRY 3.4	49.5
(Spur 8) P	718.4		CROWLEY 4.4	46.1
17 P	722.8		McCOY 5.3	41.7
22 P	728.1		AMITY 2.6	36.4
33 Yard Limits YP	730.7	R	WHITESON 4.2	33.8
Yard Limits 25 KWOP	734.9	TO-R	McMINNVILLE 3.1	29.6
15 Yard Limits YP	738.0	R	ST. JOSEPH 4.2	26.5
80 Yard Limits KWP	742.2	TO	CARLTON 3.4	22.3
13 P	745.6		YAMHILL 5.1	18.9
9	750.7		WAPATO 1.6	13.8
9	752.3		DELLWOOD 0.8	12.2
10 WP	753.1		GASTON 0.7	11.4
28	753.8		PATTON 1.1	10.7
Yd Lmt (Spur19) P	754.9		SEGHERS 2.0	9.6
16	756.9		DILLEY 0.9	7.6
Yard Limits P	757.8		DETOUR 1.2	6.7
(Spur 8) P	759.0		FOREST GROVE 1.9	7.9
20 P	758.5 759.2		CARNATION 2.5	6.0
21 P	761.7		CORNELIUS 1.0	3.5
	762.7		KILLGORE 0.9	2.5
	763.6		JOBE 1.1	1.6
Yard Limits P	764.7		RANGE 0.5	0.5
48 BK WOYP	765.2	TO-R	HILLSBORO	0.0
			(101.9)	
			Time over District Average Speed per Hour	

See page 7 for additional schedules between Corvallis and Corvallis Jct.

Additional Stations:

West Side Branch:
Stimson Mill 2.41 miles from Seghers..13 cars
Wigrich 2.53 miles from Wigrich Jct... 5 cars (spur)
Beburg......................M.P. 776.0
Greton......................M.P. 779.1

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight Leave Daily	Distance from San Francisco		Time Table No. 135 September 28, 1941 West Side Branch STATIONS	Distance from Cook	SECOND CLASS 685 Local Freight Arrive Daily	
Yard Limits 48 BKWOYP	5.35 PM	765.2 766.2	TO-R	HILLSBORO 1.6	16.6	1.40 AM	
P		767.8		NEWTON 3.1	15.0		
28 P	5.50	770.9		REEDVILLE 1.5	11.9	1.20	
5		772.4		ALOHA 0.6	10.4		
7		773.0		HUBER 2.4	9.8		
36 Yard Limits P	6.10	775.4		BEAVERTON 2.2	7.4	1.05	
		777.6		FANNO 0.8	5.2	12.50	
9		778.4		ROBINSON 0.8	4.4	12.45	
IP		779.2		O. E. CROSSING 0.7	3.6		
6	6.25	779.9		TIGARD 2.9	2.9	12.35	
33 Yd Lmt WYP	6.45 PM	782.8	R	COOK	0.0	12.20 AM	
	Arrive Daily			16.6		Leave Daily	
	(1.10) 14.23			Time over District Average Speed per Hour		(1.20) 12.39	

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 135 September 28, 1941 Bellfountain Branch STATIONS	Distance from Dawson		
Yard Limits		675.0	R	BAILEY JCT. 2.0	4.9		
		677.0		BELLFOUNTAIN 2.9	2.9		
Yard Limits		679.9	R	DAWSON	0.0		
				(4.9)			
				Time over District Average Speed per Hour			

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco		Time Table No. 135 September 28, 1941 Alpine Branch STATIONS	Distance from Glenbrook		
Yard Limits 22 PYW		673.0	R	ALPINE JCT. 2.0	5.8		
		675.0	R	BAILEY JCT. 1.2	3.8		
Yard Limits 9		676.2		ALPINE 2.6	2.6		
29		678.8		GLENBROOK	0.0		
				(5.8)			
				Time over District Average Speed per Hour			

BROOKLYN SUBDIVISION

EASTWARD / WESTWARD

Time Table No. 135
September 28, 1941
Tillamook Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 690 Local Freight Leave Daily Ex. Sunday	SECOND CLASS 686 Local Freight Leave Daily	SECOND CLASS 688 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Hillsboro	SECOND CLASS 687 Mixed Arrive Daily Ex. Sunday	SECOND CLASS 685 Local Freight Arrive Daily	SECOND CLASS 689 Local Freight Arrive Daily Ex. Sunday
Yard Limits 14 BKWOYP	12.15 AM			855.8	TO-R	TILLAMOOK	90.8			1.55 PM
11	12.30			851.6		4.2 IDAVILLE	86.6			1.34
(Spur 2)	12.40			849.9		1.7 BAY CITY	84.9			1.15
Yard Limits 19	1.00			846.4		3.5 MIAMI	81.4			12.45
Yard Limits 19 P	1.10			845.7		0.7 GARIBALDI	80.7			12.40 PM
14				843.8		1.9 BARVIEW	78.8			
				841.8		2.0 TWIN ROCKS	76.8			
				840.7		1.1 ROCKAWAY	75.7			
9				840.0		0.7 LAKE LYTLE	75.0			
24	1.55			837.1		2.9 JETTY	72.1			11.40 AM
				836.5		0.6 BRIGHTON	71.5			
Yard Limits 48 BK WOP	2.20 AM		8.15 AM	833.6	TO-R	2.9 WHEELER	68.6	10.30 AM		11.30 AM
				833.1		0.5 HALL ST.	68.1			
18 P			8.45	831.2		1.9 MOHLER	66.2	10.15		
55 P			**9.30**	825.1		6.1 BATTERSON	60.1	**9.30**		
15 P			10.00	818.9		6.2 WAKEFIELD	53.9	8.54		
31 Yard Limits TP			10.25	815.7		3.2 SALMONBERRY	50.7	8.25		
13				813.4		2.3 BELFORT	48.4			
32 Yd Lmt WTP			11.00	811.0	TO	2.4 ENRIGHT	46.0	8.00		
11 P			11.25	807.0		4.0 BELDING	42.0	7.40		
40 P			11.40 AM	805.1		1.9 MAYO	40.1	7.30		
40 Yd Lmt WOTP			12.15 PM	800.0	TO	5.1 COCHRAN	35.0	7.00		
35 P			12.35	796.8		3.2 WEDEBURG	31.8	6.20		
(Spur 9)				794.3		2.5 WESTIMBER	29.3			
Yard Limits 54 BKWOTP	3.00 PM		1.00 PM	793.1	TO-R	1.2 TIMBER	28.1	6.00 AM	4.05 AM	
Yard Limits (Spur 13) P				792.5		0.6 HULBERT	27.5			
75 P	3.20			788.5		4.0 STRASSEL	23.5		3.45	
(Spur 7)	3.35			784.9		3.6 SCOFIELD	19.9		3.30	
20 Yard Limits WYP	3.50			781.2		3.7 BUXTON	16.2		3.15	
31 P	4.15			774.7		6.5 BANKS	9.7		2.55	
				773.5		1.2 WILKESBORO	8.5			
(Spur 8)				772.5		1.0 ROY	7.5			
22	4.35			770.2		2.3 SCHEFFLIN	5.2			
Yard Limits 46 P				766.4		3.8 MAHAN	1.4		2.30	
Yard Limits 15 P				765.5		0.9 MAIN STREET	0.5			
Yard Limits				765.4		0.1 O. E. CROSSING	0.4			
Yard Limits BK WOYP	5.00 PM			765.0	TO-R	0.4 HILLSBORO	0.0		2.20 AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday			(90.8)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
	(2.05) 11.45	(2.00) 14.05	(4.45) 8.53			Time over District Average Speed per Hour		(4.30) 9.00	(1.45) 16.05	(2.25) 9.18

Water Supply—M.P. 818.5

ADDITIONAL STATIONS Tillamook Branch:
Wilkesboro Brick and Tile Co.....M.P. 773.5—2 cars (spur)
Badger..............................M.P. 823.7
Saltair..............................M.P. 841.2

EASTWARD / WESTWARD

Time Table No. 135
September 28, 1941
Newberg Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight Leave Daily	Distance from San Francisco		STATIONS	Distance from Jefferson St.	SECOND CLASS 685 Local Freight Arrive Daily
15 Yard Limits YP		738.0	R	ST. JOSEPH	36.3	
13 P		739.5		1.5 LAFAYETTE	34.8	
12 P		742.1		2.6 DAYTON	32.2	
23 P		746.1		4.0 DUNDEE	28.2	
23 Yard Limits P		748.5 748.8	TO	2.4 NEWBERG	25.8	
17 WP		750.8		2.0 SPRINGBROOK	23.8	
17 P		753.0		2.2 REX	21.6	
9 P		754.3		1.3 CHEHALEM	20.3	
9		754.7		0.4 VOTAW	19.9	
29 P		757.6		2.9 SHERWOOD	17.0	
7		759.5		1.9 CIPOLE	15.1	
(Spur 3)		760.5		1.0 HERRMAN	14.1	
15 P		762.0		1.5 TUALATIN	12.6	
Yard Limits 33 WYP	6.45 PM	764.0	A.B.S. R	2.0 COOK	10.6	12.20 AM
Yard Limits 42	6.50	764.5	A.B.S.	0.5 BRYANT	10.1	12.15
Yard Limits 62		767.4	A.B.S.	2.9 LADD	7.2	
Yard Limits 23 WP	7.04	767.8	A.B.S. TO	0.4 OSWEGO	6.8	12.05 AM
Yard Limits P	7.05 PM	768.1	A.B.S.	0.3 WILSONIA	6.5	11.49 PM
		769.6		1.5 RIVERWOOD	5.0	
13		771.3		1.7 CEMETERY	3.3	
		772.6		1.3 JONES	2.0	
(Spur 12)		773.1		0.5 ZIMMERMAN	1.5	
		773.3		0.2 MULBOX	1.3	
		773.4		0.1 THORSEN	1.2	
(Spur 11)		774.6		1.2 JEFFERSON ST.	0.0	
	Arrive Daily			(36.3)		Leave Daily
	(0.20) 12.30			Time over District Average Speed per Hour		(0.31) 7.94

EASTWARD / WESTWARD

Time Table No. 135
September 28, 1941
Milwaukie Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight Leave Daily	Distance from San Francisco	STATIONS	Distance from Willsburg Jct.	SECOND CLASS 685 Local Freight Arrive Daily
Yard Limits P	7.05 PM	768.1	WILSONIA	3.2	11.49 PM
30 P	7.09	769.0	0.9 MENEFEE	2.3	11.43
14	7.13	770.1	1.1 MILWAUKIE	1.2	11.40
P	7.18 PM	771.3	1.2 WILLSBURG JCT.	0.0	11.36 PM
	Arrive Daily		(3.2)		Leave Daily
	(0.13) 14.77		Time over District Average Speed per Hour		(0.13) 14.77

ADDITIONAL STATIONS Milwaukie Branch:
Milwaukie Interchange........M.P. 769.6—32 cars

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Falls City Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 726 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Black Rock	SECOND CLASS 725 Local Freight Arrive Daily Ex. Sunday
Salem yard BKWOYP	5.50AM	718.2	TO-R	SALEM	28.6	12.15PM
P	5.55	718.8		0.6 LEMROCK	28.0	12.05PM
		719.7		0.9 O. E. CROSSING	27.1	
11		720.2		0.5 PINCKNEY	26.6	
9 P	6.05	720.6		0.4 WEST SALEM	26.2	11.48AM
31 Yard Limits P	6.12	722.6		2.0 WINONA	24.2	11.40
16 P	6.16	723.9		1.3 EOLA	22.9	11.36
	6.19	724.7		0.8 HOSFORD	22.1	11.33
Yard Limits 30	6.30	728.5		3.8 THIELSEN	18.3	11.20
YP	6.32	728.9	TO-R	0.4 GERLINGER	17.9	11.18
	6.34	729.7		0.8 (W. S. Csg.) NESMITH	17.1	11.15
49 Yard Limits BKWOYP	6.50AM	733.9	TO-R	4.2 DALLAS	12.9	11.00AM
10		738.8		4.9 GILLIAMS	8.0	
P		739.2		0.4 FERNS	7.6	
YP		740.5		1.3 BUMAN	6.3	
11 P		743.0		2.5 FALLS CITY	3.8	
18 Yard Limits WYP		746.8	TO-R	3.8 BLACK ROCK	0.0	
	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday
	(1.00) 15.70			Time over District Average Speed per Hour		(1.15) 12.56

See pages 1 and 2 for additional schedules between Lemrock and Salem.

Falls City Branch trains may run ahead of delayed main line first-class trains between Salem and Lemrock.

Falls City Branch:

Additional Stations—Buman Quarry 2.97 miles from Buman.........................6 cars (spur)

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Willamina Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Willamina
Yard Limits 33 YP	730.6	R	WHITESON	18.7
16	734.3		3.7 BRIEDWELL	15.0
	735.1		0.8 HARRISON	14.2
(Spur 6)	737.2		2.1 WINCH	12.1
Yard Limits	737.7		0.5 BROADMEAD	11.6
(Spur 7)	738.9		1.2 TUCKER	10.4
12	740.5		1.6 BALLSTON	8.8
(Spur 1)	742.1		1.6 WABASH	7.2
14	744.7	TO	2.6 SHERIDAN	4.6
	746.3		1.6 SHIPLEY	3.0
Yard Limits 69 BKWOT	749.3	TO-R	3.0 WILLAMINA	0.0
			(18.7)	
			Time over District Average Speed per Hour	

Additional Stations — Willamina Branch:

Shell Oil Co. M.P. 745.4— 2 cars (spur)

S. F. York Lbr. Co. M.P. 745.7— 4 cars (spur)

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Molalla Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Molalla
118 Yd Lmt WYP	747.4	TO	CANBY	10.2
	754.5		7.1 W. V. R. CROSSING	3.1
(Spur 6)	754.6		0.1 LIBERAL	3.0
16 Yard Limits	757.6		3.0 MOLALLA	0.0
			(10.2)	
			Time over District Average Speed per Hour	

EASTWARD **WESTWARD**

Time Table No. 135

September 28, 1941

Perrydale Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Perrydale
Yard Limits	737.7	BROADMEAD	2.2
8	739.9	2.2 PERRYDALE	0.0
		(2.2)	
		Time over District Average Speed per Hour	

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Ashland	F. S. Songer
Medford	Larry Schade
Grants Pass	Bert Barnes
Roseburg	Bubar Bros.
Eugene	J. A. Hoffman
Eugene	Seth Laraway
Albany	F. M. French & Son
Salem	Pomeroy & Keene
Woodburn	E. E. Piper
Silverton	A. Lerfald
Reedsport	Sol Davidson
Marshfield	J. H. Mills
Coquille	V. R. Wilson
Springfield	E. G. Privat
Hillsboro	F. Abendroth
McMinnville	Dielschneider Bros.
Toledo	C. W. Miller
Corvallis	Wm. Konick
Dallas	W. C. Retzer
Tillamook	M. J. McInerney
Portland, 316 S. W. Alder St.	Roy & Molin
E. Portland, Weatherly Bldg	H. E. Anderson
E. Portland, 734 N. Killingsworth St	Dillen Rogers
E. Portland, 7021 S. E. Milwaukie St	Otto R. Sabro

RULE 14 (b). Salem: After stopping at railroad crossings, sound signal 14 (b) only when visibility is obscured.

RULE 14 (d). Springfield Jct.: To recall flagman from west on Siskiyou Line, give six long sounds of whistle.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULE 14 (m). Salem and Hillsboro: Approaching railroad crossings sound signal 14 (m) only when visibility is obscured. Brooklyn: Eastward freight trains will not sound signal 14 (m).

RULE 17. Mars Signal Light on engines so equipped shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULES 17 and 19. Night signals will be displayed through tunnels and sheds.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on Page 4.

RULE 83 (A). At following stations only the trains indicated will register:

Eugene: First-class trains.

Springfield, Springfield Jct. and Mohawk Jct.: Any train when instructed by train order.

Registration of Marshfield Subdivision trains originating or terminating at Eugene will be transmitted by telephone to operator at Eugene Yard, who must enter same on register and verify same by repeating registration.

Registration of trains terminating Oakridge and Timber may be transmitted by telephone to operator, who must enter same on register and verify same by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Crescent Lake: Nos. 12, 15, 17, 23 and 24.
Oakridge: First-class trains and Nos. 661 and 662.
Eugene Yard: First-class trains.

No. 334 will register at telephone booth near east wye switch.
Albany: All trains.
Salem: All trains except Nos. 677 and 678.
Brooklyn: First-class trains.

RULE 83 (C). Before using U. P. Ry. main track, East Portland, yard crews will secure register check at East Portland Tower on first-class trains as prescribed by U. P. Ry. Rule S-83. Yardmen must protect against overdue first-class trains as prescribed by U. P. Ry. Rule 93.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: ". . . .may check register at . . . . against Extra. . . . . on order No. . . . . ." A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra . . . . register at . . . . on order No. . . . ." will register, and place this order number and date in column captioned "Signals."

RULE 92. Will not apply to movement of trains East Morrison St. to Portland.

RULE 93. Cars may be stored on east leg of wye Alpine Jct.; on main track Bailey Jct.; on main track west of Alpine and on Geer Branch main track Salem.

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

Eugene Yard: Yardmen must not line east switch for westward trains to enter yard until after train has been identified.

Herders must use green flag by day and green light by night to give signals for movement of trains and engines entering or leaving yard tracks at Brooklyn, Salem, Albany and Eugene Yard.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

ALBANY
- Main Line..........East M.P. 691.73
- Main Line..........West M.P. 689.67
- Toledo Br...........East M.P. 691.75

ASHLAND
- East M.P. 430.80
- West M.P. 427.08

BAILEY JCT.
- West Side Br........West M.P. 673.00
- West Side Br........East M.P. 673.71
- Alpine Br...........West M.P. 675.24
- Bellfountain Br......West M.P. 675.41

BEAVERTON
- West M.P. 774.41
- East M.P. 776.03

BLACK ROCK
- West M.P. 745.97

BUXTON
- West M.P. 781.56
- East M.P. 780.27

BROADMEAD
- Willamina Br........West M.P. 737.49
- Willamina Br........East M.P. 738.08
- Perrydale Br.........West M.P. 737.97

CANBY
- Main Line...........West M.P. 745.84
- Main Line...........East M.P. 747.87
- Molalla Br...........West M.P. 748.20

CARLTON
- West M.P. 741.90
- East M.P. 743.52

CARNATION
- West M.P. 757.62
- East M.P. 758.91

Includes spur from Detour to Forest Grove City Station.

CASCADE SUMMIT
- West M.P. 535.43
- East M.P. 537.20

COCHRAN
- West M.P. 800.47
- East M.P. 799.65

COOK
- Newberg Br..........West M.P. 763.47
- Newberg Br..........East M.P. 764.72
- West Side Br.........West M.P. 781.91

COQUILLE
- West M.P. 784.15
- East M.P. 786.87

CORVALLIS
- West Side Br........West M.P. 685.87
- West Side Br........East M.P. 690.96
- Toledo Br...........West M.P. 701.02
- Toledo Br...........East M.P. 703.88

COTTAGE GROVE
- West M.P. 624.11
- East M.P. 627.15

CRESCENT LAKE
- West M.P. 526.60
- East M.P. 530.16

DALLAS
- West M.P. 733.31
- East M.P. 735.03

DAWSON
- East M.P. 679.40

DETROIT
- West M.P. 745.19
- East M.P. 747.20

DRAIN
- West M.P. 608.29
- East M.P. 609.65

ENRIGHT
- West M.P. 811.55
- East M.P. 810.75

EUGENE
- Main Line..........West M.P. 645.71
- Main Line..........East M.P. 651.28
- Coos Bay Br........East M.P. 650.76

GARIBALDI
- West M.P. 846.70
- East M.P. 845.33

GAYLORD
- West M.P. 806.75
- East M.P. 808.10

GERLINGER
- West Side Br........West M.P. 714.13
- West Side Br........East M.P. 715.64
- Falls City Br........West M.P. 728.17
- Falls City Br........East M.P. 729.68

GLENBROOK
- East M.P. 675.92

GLENDALE
- West M.P. 507.52
- East M.P. 508.33

GOLD HILL
- West M.P. 456.70
- East M.P. 458.12

GRANTS PASS
- West M.P. 472.94
- East M.P. 474.57

HILLSBORO
- Westside Br..........West M.P. 764.30
- Westside Br..........East M.P. 766.94
- Tillamook Br.........West M.P. 766.52

INDEPENDENCE
- West M.P. 708.57
- East M.P. 711.17

LEBANON
- West M.P. 687.57
- East M.P. 690.17

MARSHFIELD
- West M.P. 764.28
- East M.P. 771.19

McMINNVILLE
- West M.P. 734.04
- East M.P. 736.30

MEDFORD
- West M.P. 439.40
- East M.P. 443.36

MILL CITY
- West M.P. 725.79
- East M.P. 727.90

MOLALLA
- East M.P. 757.32

MONROE
- West M.P. 671.41
- East M.P. 672.25

MYRTLE POINT
- West M.P. 794.02
- East M.P. 795.36

NEWBERG
- West M.P. 748.06
- East M.P. 749.53

OAKRIDGE
- West M.P. 579.33
- East M.P. 581.68

OSWEGO
- Newberg Br..........West M.P. 766.58
- Newberg Br..........East M.P. 768.70
- Milwaukie Br.........East M.P. 768.80

OVERLAND
- West M.P. 777.95
- East M.P. 778.84

PORTLAND
- Main Line...........West M.P. 765.01
- Milwaukie Br........West M.P. 770.76

POWERS
- West M.P. 811.85

REEDSPORT
- West M.P. 739.61
- East M.P. 741.13

ROSEBURG
- West M.P. 571.48
- East M.P. 574.56

SALEM
- Main Line...........West M.P. 715.91
- Main Line...........East M.P. 721.11
- Woodbn.-Spgf. Br....West M.P. 718.93
- Woodbn.-Spgf. Br....East M.P. 719.58
- Falls City Br.........East M.P. 721.15

SALMONBERRY
- West M.P. 816.55
- East M.P. 815.68

SEGHERS
- West M.P. 754.15
- East M.P. 755.64

SHELBURN
- Woodbn.-Spgf. Br....West M.P. 704.52
- Woodbn.-Spgf. Br....East M.P. 705.30
- Mill City Br.........East M.P. 705.56

SILVERTON
- West M.P. 726.46
- East M.P. 728.42

SPRINGFIELD
- Cascade Line.......West M.P. 617.64
- Cascade Line.......East M.P. 620.35
- Woodbn.-Spgf. Br....East M.P. 646.04

ST. JOSEPH
- Westside Br.........West M.P. 737.52
- Westside Br.........East M.P. 738.46
- Newberg Br.........East M.P. 738.40

TALLMAN
- Woodbn.-Spgf. Br....West M.P. 684.42
- Woodbn.-Spgf. Br....East M.P. 685.72
- Tallman Br.........West M.P. 696.91

TILLAMOOK
- East M.P. 855.57

TIMBER
- West M.P. 793.91
- East M.P. 791.77

TOLEDO
- West M.P. 765.12
- East M.P. 766.75

WARNER
- West M.P. 801.91
- East M.P. 802.95

WENDLING
- East M.P. 661.56

WHEELER
- West M.P. 834.87
- East M.P. 832.24

WHITESON
- Westside Br.........West M.P. 730.23
- Westside Br.........East M.P. 731.24
- Willamina Br........East M.P. 730.93

WINONA
- West M.P. 721.78
- East M.P. 723.14

WILLAMINA
- West M.P. 748.42

WOODBURN
- Main Line..........West M.P. 734.12
- Main Line..........East M.P. 736.25
- Woodbn.-Spgf. Br....West M.P. 736.38

First-class trains run with caution between signal bridge west of train-order office Brooklyn and Union Station, Portland.

Toledo—C. D. Johnson Lumber Corporation have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg—Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

Salem—Westward interlocking signal governing movement over drawbridge on Falls City Branch will not be cleared for trains until bridgetender receives permission from operator or yardman, and when cleared will be authority to proceed to Lemrock. This will not apply to yard engine movements for which interlocking signal may be cleared at any time. Signal 14 (j) may be used by yard engines for identification.

Albany—O. E. Ry. trains between Albany and Lebanon will use S. P. Co. main track just west of signals 6912 and 6913 and use Albany and Page sidings between Albany and Tallman Branch junction switch at Page, and in addition to complying with Rules 83, 83 (C) and 93 must obtain permission from operator at Albany before using S. P. Co. main track.

RULE 98.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED:

Between Eugene Yard and Danebo	O. E. Ry. Crossing.
Albany yard tracks	O. E. Ry. Crossings.
Gerlinger	Falls City Branch.
Between Pinckney and Lemrock	O. E. Ry. Crossing.
Hillsboro, Range Street	O. E. Ry. Crossing.
Between Canby and Liberal	W. V. Ry. Crossing.

Trains will stop before crossing and be governed by Rule 14 (b). When trains stop on crossings not protected by interlocking signals the intersecting line must be protected as prescribed by Rule 99.

RULE 99. When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

RULE 102. Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Oakridge and Cascade Summit, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion, and charge brake pipe on detached portion before making coupling, using 15-foot air hose carried in baggage car for that purpose. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If for any reason brake pipe of detached portion cannot be recharged or if necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or lead truck of detached portion descending grade, must be chained to rail in such manner as to derail cars should they start. After brake pipe of detached portion has been recharged and brakes applied, chain must be removed before recoupled.

A special box containing the 15-foot length of air hose and couplings will be placed on baggage cars of westward passenger trains at Eugene and removed at Crescent Lake, except box on Nos. 11, 17 and 23 will go through to Klamath Falls to return on Nos. 12, 18 and 24, and placed on eastward passenger trains at Crescent Lake and removed at Eugene. A member of the train crew must ascertain that special air hose is available on train before departure from Eugene and Crescent Lake.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highway.

Seghers: Within 50 feet of Westside Highway Stimson mill spur.

Canby: (Molalla Branch) Pacific Highway.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia	For Milwaukie Branch
Cook	For West Side Branch
Hillsboro	For Tillamook Branch
St. Joseph	For Newberg Branch
Whiteson	For West Side Branch
Corvallis Jct.	East Wye Switch, West Side Branch for wye
Alpine Jct.	For West Side Branch
Bailey Jct.	For Bellfountain Branch
Mohawk Jct.	For Cascade Line
Springfield Jct.	For Cascade Line (Spring Switch)
Eugene Yard	East Wye Switch on Coos Bay Branch for movement to yard
Willsburg Jct.	For Main Line

Albany—O. E. Ry. connection is located at M. P. 691.3.

Geer—East and west wye switches must be left lined and locked for Woodburn-Springfield Branch.

Shelburn—West wye switch must be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

Lebanon—O. E. Ry. switch is located at M. P. 688.9 east of Lebanon station and normal position is for S. P. Co. main track.

Tallman—East wye switch must be left lined and locked for movements between Albany and Lebanon and west wye switch for movements between Albany and Brownsville.

Corvallis and Corvallis Jct.—Switches must be left lined and locked for movement between Albany and Philomath via Sixth Street line.

Dallas—Switches must be left lined and locked for movement between Salem and Dallas passenger station.

DERAILS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
Clearance point main track Milwaukie Branch at Willsburg Jct.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track Newberg Branch at Wilsonia.
Willamina, 1550 feet east of station.
Black Rock, 100 feet west of water tank.

RULE 105. Following tracks are designated for use as sidings.

Cascade Summit { Eastward siding (Lake side).
Westward siding (Station side).

Oakridge—No. 1 Track—Passenger trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.

Junction City—No. 1 Track next to main track.

Brooklyn—Track "A."

Reedsport—Track opposite passenger station.

Myrtle Point—House track.

Oswego—Track opposite station.

Cochran—Long track between east switch and connection to main track west of station.

Crescent Lake—Westward freight trains taking siding use track No. 1. Eastward freight trains taking siding use track No. 2.

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Medford—Siding extends from signals 4414-4415 to signals 4420-4421.

Roseburg—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal 5724, for westward trains just west of signal 5729. Westward freight trains entering yard will use No. 1 track. Eastward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

Eugene—Siding extends from signals 6472-6473 to signals 6490-6491 and first-class trains (except Marshfield Subdivision first-class trains) will use siding between signals 6472-6473 and 6476-6477.

Marshfield Subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene passenger station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left lined and locked for movement to yard.

Page—Siding extends from signals 6896-6897 to signals 6906-6907.

Albany—Siding extends from signals 6906-6907 to signals 6910-6911. Eastward first-class trains will take siding at connection switch just east of signals 6906-6907.

Tallman Branch main track ends at clearance point east of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

Toledo Branch main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

Geer Branch at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left lined and locked for east leg of wye.

Salem—When eastward trains are to take siding to meet other trains they will take siding at connection switch just east of signals 7178-7179.

Woodburn—Siding extends from signals 7342-7343 to signals 7356-7357.

Canby—Siding extends from signals 7464-7465 to signals 7478-7479. Molalla Branch ends at west wye switch connecting with the siding.

RULE 221. The light will not be displayed in train-order signals at following stations, except when train orders are to be delivered:

Mt. Angel
Newberg
Lyons
West Scio
Silverton
Independence
Brownsville
Wheeler
Monroe
Sheridan
Coquille
Myrtle Point

Trains must obtain a clearance before leaving Medford, Grants Pass, Marshfield, Albany, Salem, Corvallis, Dallas, Mill City, Timber.

Eugene—Trains must obtain clearance before leaving Eugene, except trains terminating Eugene Yard may leave Eugene without clearance.

Marshfield Subdivision trains, originating or terminating at Eugene, will not be required to obtain clearance Eugene Yard.

RULE 825. When cars are left on grade not protected with derails they must be chained to rail.

Outfit cars must not be left next to warehouses, storehouses, lumber yards, or other buildings.

RULE 834. Open-top cars loaded with rail, pipe, lumber, structural steel, poles or mounted wheels, when such lading projects above sides and end-walls of the car, must not be placed in trains next to cab of Mallet engines.

RULE 869. Rear brakemen on freight trains between Cascade Summit and Oakridge will observe track from rear of caboose so train may be stopped in case of derailment. Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position. Between signal bridge west of train-order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7687, 7679 or 7673 may then proceed with caution not exceeding 10 MPH, to next home signal or clear distant signal. Flagman need not precede train.

When eastward trains pass signal 5282 at Crescent Lake displaying caution indication, and engineers change at that point, it will be the duty of incoming engineer to advise outgoing engineer of this fact, and the train will proceed with caution to signal 5290.

The following block signals equipped with triangular number plate displaying letter "P" have included in their control limits some special protective devices. When these signals indicate stop, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of trains before proceeding:

BROOKLYN SUBDIVISION

Eastward		Westward	
No.	Protection Afforded	No.	Protection Afforded
P-6208 P-6446	Spring switch. Springfield Jct.	P-6447	Spring switch. Springfield Jct.
P-5714	Rock slide fence MP 572	P-5721	Rock slide fence MP 572
P-6104	Rock slide fence MP 611 to MP 613	P-5735	Rock slide fence MP 572
P-6118	Rock slide fence MP 613	P-6125	Rock slide fence MP 611 to MP 612
P-5464	Fire detector trestles between tunnels 7 and 8. between tunnels 9 and 10.	P-6137	Rock slide fence MP 611 to MP 613
P-5454	Spring switch west end Cruzatte	P-5489	Fire detector trestles between tunnels 7 and 8. between tunnels 9 and 10.
		P-5455 P-5457	Spring switch west end Cruzatte

In addition to making careful inspection of track where these fences are located, the face of bluff above the track must be observed for indication of slide.

SPRING SWITCHES

Spring Switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop", careful examination of switch must be made. If switch is equipped with a facing point lock, handthrow the switch from normal to reverse and back to normal before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches. Sand must not be used at location rail lubricators.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches. This does not authorize exceeding other speed restrictions.

Springfield Jct.—Normal position spring switch for Cascade Line. Eastward trains from Siskiyou Line will trail through without lining switch. Westward trains to Siskiyou Line will line switch by hand and restore to normal position when movement completed.

	Siskiyou Line	
Trailing Eastward	—Passenger	25 MPH
	Freight	20 MPH
Facing Westward	—Passenger	25 MPH
	Freight	20 MPH
	Cascade Line	
Facing Westward	—All trains	25 MPH

Signal 6447 governs westward movement over switch. Top arm for Cascade Line normally indicates proceed, lower arm for Siskiyou Line normally indicates stop and changes to proceed when switch lined for Siskiyou Line and block clear.

Signal 6208 on Cascade Line and Signal 6446 on Siskiyou Line govern eastward movement over switch, normally indicate stop and change to proceed on approach when block clear and signal on converging line is at stop.

When eastward signal does not change to proceed, trainmen will go to signal 6208, observe indication of indicator mounted above release box adjacent to signal and if indicator indicates block is clear, trainman or engineman will operate time release and push button in the release box by turning release knob to the right until pointer is at zero, hold it firmly in that position while push button for the signal desired is pushed in as far as it will go, then release both, and signal will clear after four minutes. Release must not be operated when train approaching with proceed signal until that train has stopped.

When unable to obtain proceed signal, be governed by Rule 509, protecting on converging track also, unless it is known signal on that track indicates stop.

Cruzatte (West switch Facing point lock)	Trailing westward from siding 15 MPH.

Trains using siding to allow train on main track to pass must not enter approach light circuit, unless necessary, which will be indicated by sign 1000 feet from dwarf light signal west end of siding.

If two westward trains encounter main track signal 5455 and dwarf light signal 5457 west end of siding at stop, member of crew operate time release and push button which are located in time release box on case of main track signal 5455 between main track and siding as follows:

If it is desired that train on main track is to proceed first, turn knob of time release to the right as far as it will go, hold in that position and use push button No. 5455 and hold same until pilot light, adjacent to button, is illuminated then release knob and push button.

Same procedure is followed if train on siding is to proceed first, using push button No. 5457.

After time release and button has been operated, time release will allow signal to indicate proceed after interval of four minutes provided block is clear.

If necessary for train on siding to pass approach lighting circuit sign, member of crew should immediately operate time release and push button No. 5455 for westward main track trains to avoid delay.

If signals involved do not indicate proceed, Rule 509 will govern.

RULE 509 (e). That portion of Rule 509 (e) reading: "and the intervening track is seen to be clear" is interpreted as referring to the track being clear of engines and/or cars.

RULE 516. Overlap posts:

Eastward trains: Latham, 1700 feet west of signal 6252.
Irving, 2500 feet east of west switch.
Swain, 1900 feet east of signal 6594 opposite clearance point of storage track.
Fair Grounds, 300 feet east of west switch.
East Milwaukie, 2000 feet west of east switch.
Kane, 500 feet west of east switch.
Coos, 1616 feet west of east switch.
Westward trains: Reed, 1740 feet east of west switch.
Medford, 1434 feet east of signal 4413.

SPECIAL SIGNALS

Lemrock—Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

Willsburg Jct.—Normal indication of home signal on Milwaukie Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a Milwaukie Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Jct., it may proceed immediately with caution, not exceeding 12 MPH to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Branch at Willsburg Jct. will stop west of signal 7646 west of Willsburg Jct.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield—Dwarf Signal 6196 on Woodburn-Springfield Branch governs movement of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf Signal 6180 on Wendling Branch governs movement of trains from Wendling Branch.

Lebanon—O. E. Ry. junction switch at M.P. 688.9 is protected by signals 6889 and 6891 located near clearance points and signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. Co. track with derail on O. E. Ry. track in derailing position. Normal indication of signals on S. P. Co. track is proceed and signal on O. E. Ry. stop.

When switch indicator located at derail indicates block clear, derail and switch may be lined for movement to S. P. Co. track and when so lined and block is clear, signal on O. E. Ry. will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99.

When operator is on duty at Lebanon, O. E. Ry. trains will obtain permission from operator before entering S. P. Co. main track.

Marshfield Subdivision—Approaches to following tunnels protected by block signals:

Tunnel 13, from M.P. 668 to M.P. 671.9.
Tunnels 15 and 16 from M.P. 719.2 to M.P. 723.1.
Tunnel 19 from M.P. 744 to M.P. 748.

Coos Bay Bridge—Block signal limits are from M.P. 763 to M.P. 765.1 from middle of Coos siding to just west of west switch North Bend.

Ashland—Trains or engines stopped by signals 4293 or 4297 may proceed with caution not exceeding 12 MPH.

West Side Branch—Block signal limits are from M.P. 768.0 to 768.5.

INTERLOCKING

HAWTHORNE AVENUE TOWER—End of double track west of Clay Street.

Hand signals permitted by Rule 628 may be given from tower.

Trains stopped by signals 7691 SA and 7693 SA may, after complying with Rule 663, proceed through automatic portion of block with caution not exceeding 10 MPH to next home signal. Flagman need not precede train.

MADISON STREET—Crossing of S. P. & S. Ry.

Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed, be governed by Rule 663.

EAST PORTLAND TOWER—Governs movement over Willamette River Bridge.

Limits extend from east end of Willamette River Bridge to 1500 feet west of west end of bridge.

Movement governed by U. P. Co. rules, the requirements of which are similar to S. P. Co. interlocking rules except U. P. Co. Rule 663 requires hand signal from signalman to be given from the center of track on which the movement is to be made.

The following whistle signals will be used:

To Portland, ———.
To Albina, ——— o.
To S. P. main track, o ———.
To Transfer track, ——— o ———.
To Graham (Sullivan Gulch Line), ——— ———.
To East Second Street, o o ———.
To S. P. yard, o ——— o.

NORTHERN PACIFIC TERMINAL TOWER—Limits extend from east end of Willamette River Bridge to Terminal tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of Northern Pacific Terminal Company.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving Terminal Company yards.

When the home signal indicates "stop" the following whistle signals will be used:

To Albina, ——— o.
To Troutdale, ——— ———.
To S. P. Main track, o ———.
To S. P. yard, o ——— o.
To East Second Street, o o ———.
To S. P. & S. to East side, o o ———.
To Track 10, ——— ——— o.

When the home signal indicates "proceed" the whistle must not be sounded.

When conditions are favorable use hand or lamp signals for route desired, omitting whistle signals.

Trains and engines using tracks 1 to 10 inclusive, must run at restricted speed when passing a train receiving or discharging passengers and must not cross under "High Shed" at passenger station without receiving a proceed signal from the stationmaster or his assistant.

In making this movement with yard engines, a member of the crew, and not more than one, must ride on leading footboard of the engine, and when cars are being pushed must ride on front of leading car in direction engine is moving.

A flagman must precede the movement of yard engines over crossing in front of the baggage room unless a proceed signal is given by the stationmaster, baggagemaster or their assistants.

Trains and engines must not exceed 10 MPH between 17th Ave. and passenger station, and 6 MPH between north end of passenger station tracks and Front Ave.

Cruzatte—Remote controlled switch east end of siding. Limits extend from signal No. 5465 SA located 50 feet east of east switch to signal No. 5464 SA on main track and signal No. 5466 SA on siding located 250 feet west of east switch Cruzatte.

Interlocking signals and power operated switch controlled by operators at telegraph office Cruzatte. Trains stopped by these signals will communicate with operator by telephone located in door of concrete battery house at switch and be governed by his instructions. If instructed by operator to throw interlocked switch by hand, follow instructions posted adjacent to telephone.

The member of train crew throwing the switch over by hand, after receiving permission from operator, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position and notify operator by telephone when switch has been returned to motor operating position and locked.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

Eastward trains holding main track at Cruzatte and necessary to run a following train around them through siding, conductor of train being passed will notify operator so plant can be lined up for this movement.

During designated periods when no operator on duty, trainmen will operate switch by hand as per instructions posted adjacent to telephone.

If it becomes necessary for westward trains to operate the switch by hand to take siding, and permission has been received from operator to throw switch and signal governing movements to siding fails to indicate proceed, trains may proceed with caution through interlocking limits to siding.

CUSHMAN DRAWBRIDGE TOWER—Governs movement over Siuslaw River Bridge just east of Cushman.

REEDSPORT DRAWBRIDGE TOWER—Governs movement over Umpqua River drawbridge 0.6 mile west of Reedsport.

NORTH BEND DRAWBRIDGE TOWER—Governs movement over Coos Bay drawbridge 1.7 mile west of North Bend.

TOLEDO BRANCH—Albany Drawbridge Tower—Governs movement over Willamette River drawbridge 0.8 mile east of Albany.

FALLS CITY BRANCH—Salem Drawbridge Tower—Governs movement over Willamette River drawbridge one mile east of Lemrock.

AUTOMATIC INTERLOCKING

WESTSIDE BRANCH

Tigard—Crossing of O. E. Ry. 0.7 mile west of Tigard protected by automatic interlocking. Limits extend from home signal 480 feet east of crossing to home signal 480 feet west of crossing.

No operator on duty. Normally signals indicate stop. Train approaching on either S. P. Co. or O. E. Ry. will cause signal to change to proceed provided no other train occupies the approach circuit or is within the limits of the interlocking.

TRAIN AND AIR INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte	Hugo
Fields or Wicopee	Timber
McCredie Springs	Mayo or Belding

With above exceptions maximum distance freight trains may run without stopping for inspection is 50 miles except between Eugene Yard and Brooklyn when conditions are favorable and in the judgment of the conductor it is safe to do so, they may run 70 miles without stopping for inspection.

AIR BRAKE RULE 3. Standard brake pipe pressure for freight or mixed trains on the Portland Division will be 80 pounds.

AIR BRAKE RULE 23. Compliance with this rule is required at turn-around points where no change is made in engine, engine crew or train crew.

AIR BRAKE RULE 24. Standing rear end air tests must be made immediately before leaving on all trains at Cochran.

When helper engine is in train, after rear end test has been made, the leading engineer must not attempt to start until the helper engineer has sounded signal 14 (b). The helper engineer must not sound whistle until signal is received from rear.

In making rear end test between Crescent Lake and Eugene, between Buxton and Salmonberry, between Black Rock and Falls City, and between Glendale and Grants Pass, it must be made in accordance with Air Brake Rule 24(B).

AIR BRAKE RULE 31. On ascending grade before helper engines in the rear of freight trains are detached, sufficient hand brakes must be set ahead of helpers to prevent slack running out. This does not modify Miscellaneous Special Instructions of the current timetable requiring engineer on road engine on westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte to make a 15 lb. brake reduction before rear helpers are cut off and permitting hand brakes in this instance to be set after helper engines are detached.

AIR BRAKE RULE 32. Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:

	Freight
Grants Pass and Glendale	140 Ms
Summit and Nashville	120 Ms
Black Rock and Falls City	100 Ms
Timber and Belding	100 Ms
Buxton and Strassel	120 Ms

AIR BRAKE RULE 33. Retainers will be used on descending grades as follows:

Timber-Enright Black Rock-Falls City		1 valve for every 100 Ms in train.
Tunnel 25-Buxton Summit-Nashville		1 valve for every 120 Ms in train.
Cascade Summit-Oakridge Glendale-Grants Pass		1 valve for every 140 Ms in train.
Divide-Comstock Rice Hill-M.P.594 Rice Hill-M.P.602	Freight trains only	1 valve for every 150 Ms in train.
Macleay-Geer		1 valve for every 120 Ms in train.

For operating convenience retainers may be turned up at Crescent Lake and turned down at Lookout.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

AIR BRAKE RULES 35 AND 39. Rear end air brake test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, as prescribed by Rule 39, must signal enginemen by use of communicating signal.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AIR BRAKE RULE 39. Running tests must be made by passenger trains as follows:

Willamette River Bridge—Passing Clay Street.
Eastward trains leaving Grants Pass.
Eastward trains just west of station Cascade Summit.
Westward trains leaving Glendale.
Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman; Umpqua River Bridge Reedsport; Coos Bay Bridge between Coos and North Bend; Coalbank Slough Marshfield.
Newberg Branch—East and west of Rex.
Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

MISCELLANEOUS

1 Westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte may spot road engine without detaching from train. After road engine obtains water, train will be moved ahead until helper engines are west of water columns. Leading helper engine should obtain water before other helper engines and immediately recouple to train. It will be permissible to go to the siding for water with helper engines if train is being delayed and the move is protected. A trainman must be stationed, when practicable, on rear of train while in motion, in compliance with Rule 846. No attempt must be made to spot helper engines at water column without detaching from train. Before helper engines are detached to take water, engineer on road engine will make a 15 pound brake pipe reduction. When such reduction is noted by helper engineer in rear of train, engineer on lead helper will indicate to brakeman that helper engines may be cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helpers are recoupled to train.

If road engineer fails to spot road engine at water column it will be necessary to detach road engine and go to siding for water. Road engine and helper engines must not be detached from train at the same time.

Helper engines must have one-half tank of water before leaving Cascade Summit returning light to Oakridge.

3 Car limit descending grades between Westimber and Belding 50 cars and Westimber to Buxton 60 cars, with consolidation engines.

4 In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

Oakridge—Trains of 95 cars or less, helper engines will be placed in train with first helper cut in not more than 78 cars from road engine, second helper not less than 7 cars behind first helper, and third helper not less than 7 cars behind second helper, but in all cases ahead of wooden underframe cars, outfit cars, passenger equipment, and at least 7 cars ahead of caboose. Trains of more than 95 cars, rear helper will be cut in at least 7 cars ahead of caboose and at least 7 cars will be placed between other helpers.

Helper engines will be lined up at roundhouse in reverse order and move to east end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

When F-4 or F-5 class engines are used in helper service between Oakridge and Cascade Summit they must be placed in train behind Mallet engines.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine if larger than a consolidation engine, will be cut in train immediately ahead of caboose, except in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Cascade Summit. Train should be stopped west of crossover, and helper engine should be used to shove rear portion of train to a coupling.

Westward trains holding main track and changing engines at Cascade Summit, make change at west leg of wye unless otherwise instructed by conductor.

Tillamook Branch: not more than two engines will operate coupled together. When three helper engines are operated in rear of train, two helpers will be placed in train five cars ahead of rear helper which should be cut in train immediately ahead of caboose but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Empty 67-foot skeleton log flats must not be placed in train ahead of helper engines.

4(a) For the purpose of pushing trains out of yards:

(a) No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employees to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5 In order to more definitely indicate tracks normally used by S. P. Co. crews in Albina Yard for purpose of interchange as between U. P. Ry. and S. P. Co., the following Albina tracks are so designated for receipt and delivery of transfers:—

Old Main Line
Coach Tracks 2, 3, 5 and 6
Tracks 1 to 12, inclusive
Tracks 23 to 26, inclusive

7 Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

9. East Morrison St.—When westward passenger trains stop, engine must clear north line of street to avoid blocking traffic.

10 Engines over 200,000 lbs. on drivers must not operate over tracks listed below:

MEDFORD
- Big Pines spur
- Clark-Henry track
- Connection leading to Clark-Henry track
- Old Jacksonville Ry. track

GOLD HILL
- Oil spur

ROCK POINT
- Del Rio Orchards track

ROSEBURG
- Kenny spur

DEADY
- Spur track

EUGENE
- Jennings spur
- House track
- Woolen Mill spur
- Gas spur
- Allen & Lewis spur
- Eugene Concrete Co. spur
- Walters Bushong spur west of road crossing
- Eugene Sand and Gravel Co. spur

EUGENE YARD
- Spur track at M.P. 649.8, Coos Bay Branch

SPRINGFIELD JCT.
- Storage track
- Wye track between Cascade Line and Siskiyou Line

SPRINGFIELD
- Woodburn-Springfield wye
- Booth-Kelly tracks
- High Line log spur
- Flour Mill spur

PULP
- Crown Willamette Paper Co. siding between warehouse and river

3600, 3700, 4100, 4200, 4300, and 4400 engines must not operate over following tracks:

East Portland	North leg of wye west end of Willamette River Bridge.
Haskell	Powder spur.
Clackamas	Stock track.
Park Place	Gravel spur.
Oregon City	House track and paper mill track.
Pulp	Log dump track.
New Era	Spur track.
Canby	Pit, stock and team tracks.
Barlow	Spur track.
Aurora	House track.
Woodburn	Beyond 800 feet west of switch to Terminal Ice and Cold Storage Co. track on Woodburn-Springfield Branch
Fair Grounds	Tile, wood, oil, Valley Packing and Fair Grounds spurs.
Salem	East leg of wye. Trade St. track beyond a point 200 feet from wye track switch.
Turner	House track.
Marion	House track.
Jefferson	House and back tracks.
Millersburg	House track.
Albany	House track, all tracks in old C. & E. yard (except main track and wye).
Tangent	Mill track and house track.
Harrisburg	Standard Oil spur.
Junction City	All inside tracks (except siding). F class may operate on back track from east end to stock corral.
Latham	All yard tracks.
Divide	Wye track.
Oakland	Over curves on house track between station and east switch.
Sutherlin	Stock yard track.
Myrtle Creek	Standard Oil spur, Shell Oil spur, Packing Plant track, House track except 4000 series on Packing Plant track.
Rogue River	Between east switch and crossover switch on siding.
Medford	Medford Timber Products Corpn. spur.
Jasper	Spur track.
Pengra	House track.
Armet	Spur track.
Westfir	Western Lbr. Co. tracks.

Mk, AM, F, SP, P-11 and 12, and AC engines must not operate over Willamette River Bridge Portland.

P-11 and 12, AC 4, 5, 6, 7, 8, GS-1, 2, 3, 4 engines must not operate between Ashland and Springfield Jct. and on east leg of wye Woodburn.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

SPECIAL INSTRUCTIONS

3200, 3900, and 4000 series engines must not operate beyond 800 feet west of switch to Terminal Ice and Cold Storage Co. on Woodburn-Springfield Branch Woodburn, Trade Street track beyond a point 200 feet from Wye track switch Salem, and Water Street, Albany.

Engines class T over 150,000 lbs. and class TW and C over 200,000 lbs. on drivers must not operate on:

Tillamook; Newberg; Willamina; Geer; Falls City Branches. Woodburn-Springfield Branch (Woodburn-Geer); Toledo Branch (Albany-Corvallis); Coos Bay Branch (Eugene-Myrtle Point); West Side Branch (Cook-Corvallis).

Engines class T over 126,000 lbs. and TW over 167,000 lbs. on drivers must not operate on:

West Side Branch (Corvallis-Cheshire); Bellfountain and Alpine Branches; Tallman Branch; Woodburn-Springfield (Tallman-Lebanon).

Engines class T over 100,000 and TW over 125,000 on drivers must not operate on:

Perrydale, Mill City, Wendling Branches; Toledo Branch (Flynn-Toledo); Woodburn-Springfield Branch (Springfield-Tallman and Lebanon-Geer); Coos Bay Branch (Myrtle Point-Powers); Molalla Branch (except TW not over 147,000 lbs. may operate).

Engines class TW over 161,000 lbs. on drivers must not operate on Toledo Branch between Corvallis and Flynn.

Engines weighing over 180,000 lbs. on drivers must not operate on Fisher's spur, Corvallis.

Two GS class engines must not be coupled together on a descending grade where there are curves of 10 degrees or more.

Engines weighing over 122,000 lbs. on drivers must not operate on siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track Marshfield.

Engines over 161,000 lbs. on drivers must not operate on tracks S. P. Open Dock, East Portland.

Engines class TW over 165,000 lbs. on drivers must not operate over trestle on retail track owned by Coos Bay Lumber Co., Marshfield.

Trains or engines must not operate on Wigrich spur unless train order advice has been received that track has been examined by section forces.

PFE 100,000 and 200,000 series refrigerator cars known as "Giant" and "Super-giant" types must not be handled on: Wendling; Willamina; Alpine; Bellfountain branches; west of Banks on Tillamook Branch; east of Marshfield on Coos Bay Branch; and between Geer and Lebanon, Tallman and Springfield on Woodburn-Springfield Branch.

Loaded 16-foot hog fuel cars prohibited from movement on main line except between Eugene and Mohawk Jct., Lemrock and Salem, Eugene and Albany.

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employees should be on guard for overhead cable or other obstructions.

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing. Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped while trains on main track are passing.

When train handling logs (excep in gondolas) takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train has passed.

S. P. Co. employees must not handle engines or cars on J. H. Baxter and Co. locomotive crane track at Clackamas.

16 Three wire line between Marshfield and Coquille, two wire line between Coquille and Myrtle Point and single wire line between Myrtle Point and Powers is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

18 When two road engines, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard engine (without engine truck) and a road engine, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When an engine weighing 150,000 lbs. or over on drivers is moved, it should be placed near head end, with from 8 to 15 cars between it and the engine handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead engine.

When an engine weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

Road engines should be headed in direction of movement whenever possible.

20 In making up trains at terminals for main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood underframe cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

22 Wilkesboro—S. P. Co. trains will stop before passing under the S. P. & S. Ry. track while log trains are passing on overhead crossing in either direction.

25 Electric lamps may be used for displaying white light only, except herders must use green globe in lamp to signal trains to enter or leave yards.

26 Before workmen enter turntable pit for any purpose, the turntable must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turntables and at both ends of manually operated turntables. Such a sign or signal when so displayed indicates workmen are under or about the turntable, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPEED RESTRICTIONS

Engines backing must not exceed 15 MPH on curves and approaching grade crossings.

Engines with pilots removed or not equipped with engine or pony trucks 20 MPH.

Engines operated coupled tender to tender must not exceed speed permitted of that class running backwards

Engines and trains must not exceed 10 MPH when operating through No. 7 and No. 8 turnouts and slip switches.

F-4-5 class engines must not exceed 6 MPH backing through switches.

Maximum allowable speed for trains handling logs loaded on flat or log cars is 25 MPH unless otherwise restricted; and must not exceed 15 MPH over truss bridges, passing through stations and tunnels.

Maximum allowable speeds for engines on CURVE TRACK will be governed by the speed authorized for the degree and super-elevation of the curve, subject to further restrictions imposed by character of train and local operating conditions.

Trains handling steam relief outfit or locomotive ditcher 4044 must not exceed 25 MPH between Ashland and Portland, Crescent Lake and Eugene, and 18 MPH on branches.

Maximum allowable speed of trains handling flangers is 30 MPH. Trains consisting of engine, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 MPH and between Heather and Oakridge 30 MPH.

Maximum operating speeds (in MPH) for ENGINES on TANGENT TRACK, subject to restrictions imposed by character and authorized speed of train, type of tender and local operating conditions, are shown on speed chart page 16.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Maximum speed (in MPH) of disabled engines (except Class S or SE) running under own steam or hauled in train must not exceed:

When pilot removed	20 MPH
When main rod only removed	30 MPH
When side rods only removed	30 MPH
When both main and side rods removed	20 MPH
When hauled in train and all rods are on	30 MPH
GS engines	20 MPH
SP 1, 2 and 3 when inside main rod removed	30 MPH
S and SE engines and all other classes of engines when not equipped with engine trucks under all conditions	20 MPH

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 MPH.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 MPH.

Trains consisting of engine and caboose only are permitted to operate at speed authorized for engines running light, except they shall not exceed 40 MPH.

Following engines are cross counter-balanced and are permitted a maximum speed of 75 MPH.

GS-1, 2, 3, 4. Mt 1, 2, 3, 4, 5.

P-7, 8, 10, 12; 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129.

Following engines are cross counter-balanced and are permitted a maximum speed of 55 MPH when handling passenger trains.

F-1, 3, 4, 5; 3619, 3625, 3627, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

AC-4, 5; 4100, 4101, 4102, 4103, 4104, 4105, 4107, 4108, 4109, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124, 4125.

AC-7, 8; All.

Trains must not exceed 15 MPH through turnouts, crossovers and on sidings on main lines and 12 MPH through turnouts, crossovers and on sidings on branch lines.

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains; passengers, if any, to move on passenger train.

(a) Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent of Transportation.

(b) Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH. When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 MPH.

(c) If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

(Unless otherwise further restricted by
time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	M.P.H.
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4-5	On main tracks	35
	except SPMW 4044	25
6-12 Inc.	On branch tracks	18
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4-5	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4-5	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4-5	On main tracks	25
6-12 Inc.	On branch tracks	18
	With a light car each side, limit speed over Phoenix column spans on Wendling, Woodburn-Springfield and Toledo Branch to 10 M.P.H. No restrictions on other bridges.	

BROOKLYN SUBDIVISION

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 55 MPH from M.P. 528.81 to M.P. 532.50.

Odell Lake and Cascade Summit—Maximum speed of passenger trains on curves 50 MPH from M.P. 533.16 to M.P. 536.49.

Cascade Summit—When using east or west leg of wye with AC-4-5-6-7-8 class engines 6 MPH.

Brooklyn and Portland—10 MPH over all street crossings and along East First Street between Brooklyn and East Oak Street. 15 MPH between East Oak Street and Front Street, and 6 MPH between Front Street and Union Station. Mt and GS type engines 6 MPH over frogs and around curves west end of Willamette River Bridge.

WOODBURN SPRINGFIELD BRANCH

Reduce to 18 MPH through Mt. Angel and Silverton.

TOLEDO BRANCH

Reduce to 15 MPH through tunnels and over Willamette River bridge, Albany.

WEST SIDE BRANCH

Reduce to 20 MPH between interlocking home signals Tigard automatic interlocking plant.

NEWBERG BRANCH

Cook—Reduce to 20 MPH over Junction switch.

FALLS CITY BRANCH

Salem—Reduce to 12 MPH on 24 degree curve between east end Union Street and Lemrock and to 15 MPH over Willamette River bridge.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 MPH over Wolf Creek bridge at west end of tunnel 27, M.P. 803.6.

Reduce to 10 MPH on 17°30′ curves one-half mile west of Belding at M.P. 807.5 and two-tenth miles west of Belding at M.P. 808.2.

Consolidation engines must not exceed 12 MPH backing up on curves between Bay City and Garibaldi and between Jetty and Wheeler.

MEDFORD SUBDIVISION

Medford—Reduce to 10 MPH over Main Street crossing.

AC class engines must not exceed 6 MPH on house track Green and track 4 Glendale.

Passenger trains must reduce to 20 MPH and freight trains to 15 MPH on 12 degree curves between tunnel No. 5 and west switch Brandt and on 12 degree curve M.P. 528.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 MPH on tangent track.

Reduce to 10 MPH on draw spans Siuslaw River, Umpqua River, Coos Bay, Coalbank Slough and Baker Creek bridge No. 10, Coquille bridges 1, 2, 3, 4, 5, 7, 8, 9, 12, 13 and tunnel 1 between Myrtle Point and Powers.

Trains handling logs loaded on flat or logging cars must stop before entering tunnels 14 and 21 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 MPH between North Bend and Anderson Ave., Marshfield.

CBL saddle back engines 11 and 12 must not operate between Myrtle Point and Marshfield. CBL saddle back engines 9 and 10 reduce to 15 MPH over all bridges and trestles between Myrtle Point and Marshfield.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 MPH and Maximum speed of any freight or mixed train must not exceed 35 MPH, except as otherwise provided for: Speed restrictions in MPH will apply as follows:

Page No.	TERRITORY	PASSENGER						FREIGHT				LIGHT ENGINES RUNNING FORWARD			
		Maximum	With T 26, 32, 40, P, MT, GS Engines	With T 1, 8, 9, 23, 28, 31 Engines	With C 2, 4, 5, 8, 9, 10, F, AM, AC 4, 5, 6, Engines	With TW, AC 1, 2, 3, Engines	AC 4, 5, 6, 7, 8, F Engines Cross Counter Balanced	Freight and Mixed Maximum	With AC 4, 5, 6 Engines	Engines Backing	Switch Engines S-SE	P MT GS	T 26, 32, 40 F Engines Cross Counter Balanced	T 1, 8, 9, 23, 28, 31, C 2, 4, 5, 8, 9, 10, F	TW Mk AC AM
5	Ashland-Medford	45	45	45	45	40	45	30	....	20	20	45	40	35	30
5	Medford-Grants Pass	50	50	50	45	40	50	35	....	20	20	45	40	35	30
5	Grants Pass-M.P. 481.3	35	35	35	35	35	35	20	....	15	20	35	35	35	30
5	M.P. 481.3-M.P. 485.3	50	50	50	45	40	50	35	....	20	20	45	40	35	30
5	M.P. 485.3-Glendale	35	35	35	35	35	35	20	....	15	20	35	35	35	30
5	Glendale-Reuben	45	45	45	45	40	45	20	....	20	20	45	40	35	30
5	Reuben-M.P. 539.4	28	28	28	28	28	28	20	....	15	20	28	28	28	28
5	M.P. 539.4-Roseburg	50	50	50	45	40	50	35	....	15	20	45	40	35	30
5	Roseburg-M.P. 594	50	50	50	45	40	50	30	....	15	20	45	40	35	30
5	M.P. 594-M.P. 601	25	25	25	25	25	25	25	....	15	20	25	25	25	25
5	M.P. 601-Comstock	50	50	50	45	40	50	30	....	15	20	45	40	35	30
5	Comstock-Divide	25	25	25	25	25	25	25	....	15	20	25	25	25	25
5	Divide-Springfield Jct.	50	50	50	45	40	50	30	....	20	20	45	40	35	30
4	Crescent Lake-Cascade Summit	60	60	50	45	40	55	35	35	20	20	45	40	35	30
4	Cascade Summit-Heather	30	30	30	28	28	30	20	20	15	20	30	30	28	28
4	Heather-Oakridge	30	30	30	30	30	30	25	25	15	20	30	30	30	30
4	Oakridge-Natron	50	50	45	45	40	45	35	35	20	20	45	40	35	30
4	Natron-Springfield	50	50	50	45	40	50	35	35	20	20	45	40	35	30
4	Springfield-Eugene	35	35	35	35	35	35	30	30	15	20	35	35	35	30
4	Mohawk Jct.-Wendling	18	....	....	....	....	....	18	....	15	18	....	....	18	18
2, 3	Eugene-M.P. 651	60	60	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 651-M.P. 688.9	65	65	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 688.9-M.P. 704	60	60	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 704-M.P. 716	65	65	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 716-M.P. 720.3	60	60	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 720.3-M.P. 742	65	65	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 742-M.P. 744.35	50	50	50	45	40	50	35	35	15	20	45	40	35	30
2, 3	M.P. 744.35-M.P. 748.90	60	60	50	45	40	50	35	35	15	20	45	40	35	30
2, 3	M.P. 748.90-M.P. 761.25	50	50	50	45	40	50	35	35	15	20	45	40	35	30
2, 3	M.P. 761.25-M.P. 765.55	60	60	50	45	40	50	35	35	15	20	45	40	35	30
2, 3	M.P. 765.55-Portland	50	50	50	45	40	50	35	35	15	20	45	40	35	30

Page No.	TERRITORY	PASSENGER				FREIGHT			LIGHT ENGINES RUNNING FORWARD			
		Maximum	With C Engines	With T Engines	With TW Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE	T 26, 32, 40	C	T 1, 8, 9, 23, 28, 31	TW
6	Eugene-Noti	45	45	45	40	30	15	20	40	35	35	30
6	Noti-Mapleton	35	35	35	35	30	15	20	35	35	35	30
6	Mapleton-Lakeside	35	35	35	35	25	15	20	35	35	35	30
6	Lakeside-North Bend	35	35	35	35	30	15	20	35	35	35	30
6	North Bend-Marshfield	15	15	15	15	15	15	15	15	15	15	15
6	Marshfield-Myrtle Point	18	....	....	....	18	15	18	18	18	18	18
6	Myrtle Point-Powers	18	....	....	....	18	15	18	18	18	18	18
7	Woodburn-Silverton	25	....	....	....	25	15	18	18	18	18	18
7	Silverton-Tallman	25	....	....	....	25	15	20	25	....	25	25
7	Tallman-Coburg	18	....	....	....	18	15	18	18	....	18	18
7	Coburg-Springfield	20	....	....	....	20	15	15	20	20	20	20
7	Page-Tallman	30	....	....	....	30	20	20	30	30	30	30
7	Salem-Geer	18	....	....	....	18	15	18	18	18	18	18
7	Shelburn-Gates	22	....	....	....	22	15	20	22	....	22	22
7	Gates-Idanha	15	....	....	....	15	12	15	15	....	15	15
7	Albany-Philomath	30	....	....	....	30	18	20	30	30	30	30
7	Philomath-Toledo	20	....	....	....	20	12	20	20	....	20	20
8	Alpine Jct.-Glenbrook	18	....	....	....	18	15	18	18	....	18	18
8	Bailey Jct.-Dawson	18	....	....	....	18	15	18	18	....	18	18
8	Cook-Hillsboro	25	....	....	....	25	20	20	25	25	25	25
8	Cheshire-M.P. 694	30	....	....	....	30	20	20	30	25	30	30
8	M.P. 694-M.P. 696	20	....	....	....	20	20	20	20	20	20	20
8	M.P. 696-Whiteson	30	....	....	....	30	20	20	30	25	30	30
8	Whiteson-Hillsboro	25	....	....	....	25	20	20	25	25	25	25
9	Cook-St. Joseph	30	....	....	....	30	20	20	30	25	30	30
9	Willsburg Jct.-Cook	30	....	....	....	30	20	20	30	25	30	30
9	Hillsboro-Buxton	25	....	....	....	25	20	20	25	25	25	25
9	Buxton-Timber	20	....	....	....	20	15	20	20	20	20	20
9	Timber-Enright	15	....	....	....	15	10	15	15	15	15	15
9	Enright-Wheeler	18	....	....	....	18	15	18	18	18	18	18
9	Wheeler-Tillamook	18	....	....	....	18	15	18	18	18	18	18
9	Jefferson St.-Wilsonia	20	....	....	....	20	15	20	20	20	20	20
10	Whiteson-Willamina	20	....	....	....	20	15	20	20	20	20	20
10	Broadmead-Perrydale	20	....	....	....	20	15	20	20		20	20
10	Canby-Molalla	20	....	....	....	20	20	20	20		20	20
10	Salem-Gerlinger	25	....	....	....	25	15	20	25	25	25	25
10	Gerlinger-Dallas	25	....	....	....	25	15	20	25	25	25	25
10	Dallas-Falls City	20	....	....	....	20	15	20	20	20	20	20
10	Falls City-Black Rock	15	....	....	....	15	10	15	15	15	15	15

SPECIAL INSTRUCTIONS

SPEED OF TRAINS THROUGH CITY LIMITS.

	Miles per hour
Medford	16
Central Point—5 a. m. to 10 p. m.	35
Roseburg	15
Yoncalla	25
Cottage Grove	25
Creswell	20
Eugene	15
Junction City	20
Halsey	45
Albany	12
Turner	45
Salem	20
Gervais—6 a. m. to 9 p. m.	25
Woodburn	45
Hubbard	45
Aurora—5 a. m. to 10 p. m.	35
North Bend	25
Marshfield	15
Lebanon	12
Milwaukie	12
Oswego	10
Newberg	20
Lafayette	15
Beaverton	8
Hillsboro	15
Cornelius	12
Forest Grove	15
Gaston	15
Carlton	10
McMinnville	12
Independence	12
Corvallis	15
Dallas	12

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

All water tanks and water columns have impaired side clearance at spout.

BROOKLYN SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
757.50	Park Place-Clackamas	Clackamas River Crossing	21.3	4.9
698.93	Millersburg-Jefferson	N. Santiam River Crossing	21.7	4.9
620	856 feet east	Rock Cut	....	5.7

Pulp. Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling into cars or doing switching on this track.

Salem. Trolley wires on Front Street are less than 22 feet above top of rail.

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.

Springfield. Track lift bridge on Booth-Kelly high line track, Springfield, 250 ft. west of shingle mill.

Before using track west of shingle mill, stop and determine if lift bridge is lowered in place.

MOLALLA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
751.06	Canby-Liberal	Molalla River Crossing	....	4.7

MILL CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
714		Rock Cut	....	5.2
732		“ “	....	5.1
736	2040 feet West	“ “	....	5.8
736	3240 “ “	“ “	....	4.4
737		“ “	....	5.4
737	2000 feet West	“ “	....	5.2
737	2300 “ “	“ “	....	4.8
737	3000 “ “	“ “	....	4.0
738		“ “	....	4.8
738	2000 “ “	“ “	....	5.3
738	3000 “ “	“ “	....	4.4
738	3600 “ “	“ “	....	5.8
739		“ “	....	5.2
739	2500 “ “	“ “	....	4.3
739	3000 “ “	“ “	....	4.8
740	2300 “ “	“ “	....	5.8
741	300 “ “	“ “	....	5.6
743	90 “ “	“ “	....	5.8
743	700 “ “	“ “	....	5.6
744.21	Elk River-Detroit	Breitenbush River Crossing	20.5	4.5
745	350 feet West	Rock Cut	....	5.8
747	600 “ “	“ “	....	5.4
750	700 “ “ (both sides)	“ “	....	5.8

Idanha. Apron on loading track at Raines Saw mill.

NEWBERG BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
762.12	Tualatin-Cook	Tualatin River Crossing	21.1	....

WEST SIDE BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
731.85	McMinnville-Whiteson	S. Yamhill River Crossing	19.5	4.5
702.96	Parker-Suver	Luckiamute River Crossing	19.8	4.5
779.9	Tigard	Overhead Highway Crossing	....	....

WILLAMINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
745.27	Sheridan-Shipley	S.Yamhill River Crossing	....	4.4
	Willamina	Willamina Clay Prod. Co.	16.6	2.8

Willamina. Before switching on spur track serving Pacific Plywood Corporation, Willamina, see that the hog fuel loading platform is in an upright position.

FALLS CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
719.74	Pinckney-Lemrock	Willamette River Crossing	21.6	4.9
743	3700 feet West	Rock Cut	....	4.3
747.10	Black Rock-End of Line.	6th Cross'g Little Luckiamute River	....	4.7

Dallas. Trains operating between Dallas and Falls City before occupying main track between switches of deck track Dallas, will stop and a trainman will notify crane operator to discontinue operation of crane until train has passed.

Close clearance exists on spur track serving hog fuel storage yard at Pinckney. Extreme care should be used when moving cars in and out of this track.

WOODBURN—SPRINGFIELD BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
706.29	Shelburn-N. Santiam	N. Santiam River Crossing	18.0	4.6
700.99	West Scio-Gilkey	Thomas Creek Crossing	20.3	4.8
698.58	Gilkey-Crabtree	N. Fork Crabtree Cr. Cross.	20.5	5.0
698.48	Gilkey-Crabtree	Crabtree Creek Crossing	19.9	5.3
671.67	Brownsville-Rowland	Calapooia River Crossing	20.6	4.3
650.25	Chestnut-Armitage	McKenzie River Crossing	18.5	5.7

TOLEDO BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
691.70	Albany	First Street Crossing	....	4.5
691.82	Albany-North Albany	Willamette River Crossing	21.8	4.4
711.35	Flynn-Wrens	1st Crossing Marys River	18.4	4.2
715.0	1000 feet West	Rock Cut	....	4.6
716.68	Wrens-Russell	6th Crossing Marys River	17.8	4.4
717.13	Wrens-Russell	7th “ “ “	....	4.7
718.88	Harris-Blodgett	8th “ “ “	....	4.6
719.37	“ “	9th “ “ “	....	4.4
719.66	“ “	10th “ “ “	....	4.7
720.25	“ “	11th “ “ “	....	4.7
720.51	“ “	12th “ “ “	....	4.6
720.78	“ “	14th “ “ “	....	4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	“ “	Tunnel No. 23	16.1	3.7
739.18	Nortons-Eddyville	4th Crossing Yaquina River	....	4.5
739.43	“ “	5th “ “ “	....	4.6
743.68	“ “	6th “ “ “	....	4.7
745.79	Eddyville-Chitwood	7th “ “ “	....	4.8
748.72	“ “	8th “ “ “	....	4.5
751.22	Chitwood-Elk City	9th “ “ “	....	4.4
751.57	“ “	10th “ “ “	....	4.7
751.77	“ “	11th “ “ “	....	4.8
752.4	“ “	Tunnel No. 24	16.4	4.0
752.99	“ “	15th Crossing Yaquina River	....	4.8

WENDLING BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
649.50	Hendricks-Marcola	McKenzie River Crossing	18.4	4.5
651.02	“ “	1st Mohawk River Crossing	20.3	4.2
659.86	Wendling-Hyland	2nd “ “ “	17.3	4.6

CASCADE LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
537.8	Cascade Summit-Abernethy	Tunnel No. 3	20.5	5.6
544.3	Abernethy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	“ “	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	“ “	Tunnel No. 7 and Snow Shed	20.5	5.6
547.7	“ “	Tunnel No. 8	20.5	5.6
548.3	“ “	Tunnel No. 9 and Snow Shed	20.5	5.6
548.6	“ “	Tunnel No. 10 and Rock Shed	20.5	5.6
548.8	“ “	Tunnel No. 11 and Rock Shed	20.5	5.6
549.3	“ “	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	“ “	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14 and Snow Shed	20.5	5.6
553.9	“ “	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	“ “	Tunnel No. 17	20.5	5.6
557.8	“ “	Tunnel No. 18	20.5	5.6
558.6	“ “	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor.	Tunnel No. 21	20.5	5.6
581.8	Oakridge-Westfir	Tunnel No. 22	18.8	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6
608.24	Pengra-Fall Creek	Fall Creek Crossing	....	4.9

TILLAMOOK BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
789.6	Strassel-Hulbert	Tunnel No. 25	20.1	....
801.8	Cochran-Mayo	Tunnel No. 26	19.1	4.8
803.6	“ “	Tunnel No. 27	20.0	4.6
805.7	Mayo-Enright	Tunnel No. 28	20.1	....
806.2	“ “	Tunnel No. 29	19.3	5.0
806.5	“ “	Tunnel No. 30	20.1	....
807.9	“ “	Tunnel No. 32	19.5	5.2
808.5	“ “	Tunnel No. 34	20.0	5.5
809.5	Belding-Enright	Rock Cut	....	5.7
809.9	“ “	Tunnel No. 35	19.8	5.4
810.2	“ “	Rock Cut	....	5.9
810.4	“ “	“ “	....	5.5
810.7	“ “	Tunnel No. 36	20.1	5.5
813.9	Belfort-Salmonberry	Rock Cut	....	5.7
815.0	“ “	“ “	....	5.6
815.5	“ “	“ “	....	5.7
815.81	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.9
817.9	“ “	Rock Cut	....	4.6
819.0	Wakefield-Batterson	“ “	....	5.5
822.1	“ “	“ “	....	5.8
830.5	Batterson-Mohler	“ “	....	5.3
830.89	“ “	2nd Crossing Nehalem River	21.1	4.9
846.85	Miami-Bay City	Miami River Crossing	20.2	4.9
848.0	“ “	Tunnel No. 37	19.1	5.3
852.74	Idaville-Tillamook	Kelchis River Crossing	20.3	4.9
854.37	“ “	Wilson River Crossing	21.2	....

MEDFORD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	“ “	Tunnel No. 6	15.2	3.3
515	“ “	Tunnel No. 5	16.1	3.6
516	“ “	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4.8
518	5180 feet East	Rock Cut	....	5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521.40	Brandt-West Fork	West Fork Creek Crossing	21.8	4.9
523	4490 feet East	Rock Cut	....	5.2
525	125 “ “	“ “	....	5.8
526	3700 “ “	“ “	....	5.7
526	3865 “ “	“ “	....	5.3
526	4785 “ “	“ “	....	5.2
528	600 “ “	“ “	....	5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet East	Rock Cut	....	5.5

Dillard. Apron on loading dock.

Shady. Loading Chute on Metzger track.

MARSHFIELD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clear-ance From Rail
664.87	Long Tom-Noti	4th Crossing Long Tom Crk.	....	4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.7	Ada-Booth	Tunnel No. 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739.64	Gardiner-Reedsport	Umpqua River Crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Willard-Lakeside	Tunnel No. 20	19.9	5.4
751.2	“ “	Tunnel No. 21	20.0	5.4
763.64	Coos-North Bend	Coos Bay Crossing (Dwarf Signals)	....	4.1
795.9	Myrtle Point-Broadbent.	Coquille River Bridge (1)	20.2	4.5
797.5	Myrtle Point-Broadbent.	“ “ “ (2)	20.2	4.5
800.6	Broadbent-Warner	“ “ “ (5)	20.2	4.5
801.6	“ “	“ “ “ (7)	20.2	4.2
802.7	Warner-Gaylord	“ “ “ (8)	19.0	3.8
808.7	Gaylord-Byerle	Rowland Creek Bridge(9)	20.2	4.6
809.3	Byerle-Fensler	Tunnel No. 1	18.8	....
813.3	Fensler-Powers	Coquille River Bridge (14)	18.5	4.5

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.
The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.
Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

TRAIN AND ENGINEMEN ARE CAUTIONED TO WATCH CLOSELY FOR IMPAIRED CLEARANCE SIGNS

RATING OF ENGINES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Ashland to Grants Pass	Grants Pass to Glendale Glendale to Grants Pass Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Eugene	Eugene to Drain	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
T-8, 9	T-57 18/24 83, 99	2161, 2174	160	1350	1800	1950	2300	1800	470	1100	490	1300	960	1050	780	....	....	....	....
T- 1	T-63 20/26 112	2242 to 2271	180	1850	2500	2750	3200	2550	700	1550	720	1850	1350	1500	1100	....	....	....	....
T-26	T-69 21/28 152-S	2283 to 2299	200	2300	3150	3400	3950	3200	870	1950	900	2300	1700	1850	1450	2350	2050	990	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	2950	4000	4350	5050	4050	1150	2550	1200	2950	2200	2350	1850	3000	2700	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384																	
P-8, 10	P-73 25/30 181-SF	2461 to 2475, 2478 to 2491	200	3250	4450	4850	5650	4500	1150	2700	1200	3250	2400	2600	1950	3350	2950	1350	4550
P-8, 10	P-73 25/30 183/B-63-SF		210																
C-8, 9, 10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2624 to 2860	210	3300	4450	4850	5600	4400	1250	2700	1300	3200	2400	2600	1900	3350	3000	1400	4550
C- 5	C-57 22/30 185-S, 187-S																		
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3450	3700	4300	3400	970	2100	1000	2450	1850	2000	1500	2600	2300	1100	3500
TW- 8	TW-54 21/32 161-S	2914 to 2923	190	2850	3850	4200	4850	3750	1050	2300	1100	2700	2050	2200	1550	2900	2600	1200	3950
TW- 4	TW-56 20/30 114, 120, 122	2926 to 2931	160	1900	2600	2850	3300	2600	710	1550	730	1850	1400	1500	1100	1950	1750	800	2650
TW- 6	TW-50 20/26 111	2957																	
TW-2, 3	TW-50 20/26 118, 120	2932 to 2952	170	2050	2750	3000	3450	2700	760	1650	780	1950	1450	1600	1150	2050	1850	860	2800
Mk-2, 4	Mk-57 23½/30 206-S, 230-SF	3201 to 3240	210	3800	5150	5600	6500	5100	1400	3100	1450	3700	2750	3000	2200	3900	3450	1600	5250
F- 1	F-63 27½/32 273-S, 282-SF	3611 to 3652	200	4850	6550	7100	8250	6400	1850	3950	1900	4650	3500	3800	2800	4950	4400	2100	6650
F- 3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	5550	7450	8100	9400	7400	2100	4550	2150	5350	4000	4350	3200	5650	5050	2400	7600
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3769	200	5550	7450	8100	9400	7400	2100	4550	2150	5350	4000	4350	3200	5650	5050	2400	7600
F- 5	F-63 29½/32 306/B-62-SF																		
AM- 2	AM-63 22-22/28 357-SF	3900 to 3911	210	5150	6950	7550	8750	7000	1950	4300	2050	5050	3800	4100	3100	5250	4700	2200	7100
AC-1, 2, 3	AC-57 22-22/30 441-SF	4000 to 4048	210	6700	9050	9750	11350	8950	2600	5550	2700	6550	4900	5300	3950	6850	6100	2950	9200
AC-6, 7	AC-63 24-24/32 517-SF, 515-SF	4126 to 4204	250	....	....	....	....	....	....	....	....	....	....	....	....	9500	8500	4100	12800
AC- 8	AC-63 24-24/32 532-SF																		
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	4400	5950	6450	7550	6000	1650	3650	1700	4350	3250	3500	2650	4450	3950	1850	6050
GS- 1	GS-73 27/30 262/B-104-SF	4400 to 4415	250	4650	6350	6900	8000	6500	1750	3950	1800	4700	3500	3800	2850	4750	4200	1950	6450
GS- 2	GS-73 27/30 266/B-104-SF																		

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to Gaston	Gaston to Cheshire	Cheshire to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Whiteson to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro	Albany to Toledo	Toledo to Albany	Shelburn to Detroit	Albany to Lebanon	Lebanon to Albany
T- 9	T-57 18/24 81 to 94	2161	160	1250	1000	1200	1600	1250	650	1470	1250	625	1600	1300	850	1200	500	300	1500	700	....	850	1500	850	590	800	2000	3000
T- 8	T-57 18/24 99	2174	160																									
T- 1	T-63 20/26 112	2242 to 2271	180	1500	1400	1590	2250	1500	880	1590	....	840	2000	....	....	1750	610	400	2000	1750	900	1100	2000	....	....	....	....	....
TW- 3	TW-50 20/26 111 to 120	2932 to 2957	160	1750	1650	1700	2400	1750	1000	1700	....	1000	2400	....	1700	2000	700	500	2200	2700	1250	1250	2200	1500	890	1230	2850	4000
TW- 4	TW-56 20/30 114 to 122	2926 to 2931	160																									
TW- 1	TW-54 22/26 147	2900 to 2913	180	2400	2290	2575	3220	....	....	....	....	....	....	....	2000	2280	950	570	2850	2900	1300	1620	2850	....	....	....	3750	5000
TW- 8	TW-54 21/32 161S	2914 to 2923	190																									
C-9, 10	C-57 22/30 192S to 200S	2513 to 2599, 2752 to 2860	210	3100	2520	2970	3960	3100	1470	3630	31 00	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710	....	....	....	....	....
C- 8	....	2698 to 2751																										

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Eugene to Noti Rainrock to Marshfield Marshfield to Rainrock Noti to Eugene	Noti to Flagg Rainrock to Vaughn	Vaughn to Noti Flagg to Rainrock	Marshfield to Myrtle Point	Myrtle Point to Marshfield	Myrtle Point to Powers	Powers to Myrtle Point	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats M.P. 735.5 to Dallas	Dallas to Salem
T- 9	T-57 18/24 83 to 92	2161	160	2450	1800	5500	490	600	....	....	1280	1280	600	1200	1880	850	1680	1850	2050	1280	....	....	....	....	....	....	....
T- 8	T-57 18/24 99	2174	160																								
T- 1	T-63 20/26 112	2242 to 2271	180	3100	2300	5500	720	870	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
TW- 3	TW-50 20/26 111 to 120	2932 to 2957	160	3500	2650	6000	730	890	890	1800	....	1810	850	1700	2650	1200	2400	....	....	....	....	1200	2500	590	1800	4000	1650
TW- 4	TW-56 20/30 114 to 122	2926 to 2931	160																								
TW- 1	TW-54 22/26 147	2900 to 2913	180	4650	3450	8000	1000	1200	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
TW- 8	TW-54 21/32 161S	2914 to 2923	190	5200	3900	8000	1100	1300	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
C-9, 10	C-57 22/30 192S to 200S	2513 to 2599, 2752 to 2860	210	6050	4500	8000	1300	1550	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
C- 8	....	2698 to 2751																									

Allowance for Empty and Underloaded Cars		
	Less than 40 Ms.	6
	40 to 50 Ms.	3
	More than 50 Ms.	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

For Statistical Purposes: Rating from Brooklyn to Salem will be that shown in Column 1, "Brooklyn East Milwaukie," etc.
Rating from Salem to Brooklyn will be that shown in Column 2, "Salem to Eugene, Barlow to Canby," etc.
Rating from Eugene to Oakridge will be that shown in Column headed, "Hills to Lowell, Armet to Oakridge."

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Ashland	Dr. Harvey A. Woods	District Examiner and Surgeon.
Ashland	Dr. Ernest A. Woods	Oculist and Aurist.
Medford	Dr. J. C. Hayes	District Examiner and Surgeon.
Medford	Dr. Edwin R. Durno	Associate District Surgeon.
Medford	Dr. Chas. W. Lemery	Oculist and Aurist.
Gold Hill	Dr. Warren D. Bishop	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Examiner and Surgeon.
Grants Pass	Dr. W. A. Moser	District Examiner and Surgeon.
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Examiner and Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Examiner and Surgeon.
Roseburg	Dr. A. C. Seely	Oculist and Aurist.
Roseburg	Dr. B. R. Shoemaker	District Examiner and Surgeon.
Sutherlin	Dr. I. A. Dunlap	District Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.
Yoncalla	Dr. R. F. McKaig	Emergency Surgeon.
Drain	Dr. Bertha L. Devore	District Surgeon.
Cottage Grove	Drs. G. L. and W. H. Earl	District Surgeons.
Springfield	Dr. W. H. Pollard	District Examiner and Surgeon.
Springfield	Dr. Melville S. Jones	District Surgeon.
Westfir and Oakridge	Dr. George C. Varney	District Examiner and Surgeon.
Oakridge	Dr. Grant J. Gray	District Examiner and Surgeon.
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. B. Neal	Division Examiner and Surgeon.
Eugene	Dr. Geo. P. Winchell	District Examiner and Surgeon.
Eugene	Dr. C. D. Thompson	District Examiner and Surgeon.
Eugene	Dr. Merle G. Howard	District Examiner and Surgeon.
Eugene	Dr. A. H. Norton	Oculist and Aurist.
Eugene	Dr. O. R. Gullian	Oculist and Aurist.
Junction City	Dr. W. T. Pollard	District Surgeon.
Albany	Dr. F. E. Beauchamp	District Examiner and Surgeon.
Albany	Dr. M. M. Woodworth	Associate District Surgeon.
Albany	Dr. A. Stark	Oculist and Aurist.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.
Salem	Dr. E. S. Fortner	District Examiner and Surgeon.
Salem	Dr. H. A. Gueffroy	Asst. Dist. Physician and Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. W. W. Baum	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	Assistant Oculist and Aurist.
Salem	Dr. W. N. Thompson	Assistant Oculist and Aurist.
Gervais	Dr. A. L. Victor	Emergency Surgeon.
Woodburn	Dr. E. S. Donelly	District Examiner and Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. Charles H. Barr	District Physician and Surgeon.
Oregon City	Dr. Guy Mount	District Surgeon.
East Portland	Dr. Paul H. Homann	District Examiner and Surgeon.
Portland	Dr. A. L. Berkley	Division Examiner and Surgeon.
Portland	Dr. E. M. Anderson	District Examiner and Surgeon.
Portland	Dr. Frank E. Brown	District Examiner and Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. A. J. Browning	Associate Oculist and Aurist.
Veneta	Dr. O. L. Asher	Emergency Surgeon.
Reedsport	Dr. J. C. Eastland	District Surgeon.
Florence	Dr. Navarre J. Dunn	Emergency Surgeon.
Florence	Dr. J. E. Gardner	Acting Emergency Surgeon.
North Bend	Dr. Ennis Keizer	Asso. Dist. Examiner and Surgeon.
North Bend	Dr. Dean P. Crowell	District Examiner and Surgeon.
Marshfield	Dr. G. E. Dix	District Examiner and Surgeon.
Marshfield	Dr. R. J. Dixon	Asst. Dist. Examiner and Surgeon.
Marshfield	Dr. Bernard Barkwill	Oculist and Aurist.
Coquille	Dr. James Richmond	District Examiner and Surgeon.
Myrtle Point	Dr. H. H. Thomas	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Examiner and Surgeon.
Mill City	Dr. D. W. Reid	Emergency Surgeon.
Stayton	Dr. Burl Betzer	Emergency Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Examiner and Surgeon.
Lebanon	Dr. Norman E. Irvine	District Examiner and Surgeon.
Brownsville	Dr. F. A. Paden	District Surgeon.
Toledo	Dr. R. D. Burgess	District Examiner and Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. C. A. Bump	Emergency Surgeon.
Newberg	Dr. T. W. Hester	Emergency Surgeon.
Beaverton	Dr. C. E. Mason	District Examiner and Surgeon.
Hillsboro	Dr. J. O. Robb	District Examiner and Surgeon.
Hillsboro	Dr. Watt. H. Piercy	Asst. Dist. Examiner and Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Examiner and Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Examiner and Surgeon.
McMinnville	Dr. E. H. Barendrick	District Examiner and Surgeon.
Independence	Dr. Geo. C. Knott	District Examiner and Surgeon.
Independence	Dr. C. A. Fratzke	Assistant District Surgeon
Corvallis	Dr. W. T. Johnson	District Examiner and Surgeon.
Corvallis	Dr. N. L. Tarter	District Examiner and Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. R. C. Field	District Surgeon.
Willamina	Dr. H. C. Tomlinson	Emergency Surgeon.
Dallas	Dr. A. B. Starbuck	District Examiner and Surgeon.
Dallas	Dr. W. L. Pemberton	District Surgeon.
Banks	Dr. R. M. Kines	District Surgeon.
Wheeler	Dr. H. E. Rhinehart	District Surgeon.
Tillamook	Dr. Hugh J. Brown	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION HOSPITALS

Good Samaritan, St. Vincents, Portland, Ore.

MILEAGE

Main Lines

Ashland to Portland	S. P. Co.	339.79		
	Union Pacific	.06		
	N. P. T. Co.	.26	340.11	
Natron to M. P. 527 Crescent Lake	C. P. Ry.		86.84	
Springfield Junction to Natron	S. P. Co.		7.05	
Total Main Line				434.00

Branches

Alpine	S. P. Co.	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co.	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co.	Eugene to Myrtle Point	147.75		
	C. B. L. Co. R. R.	Myrtle Point to Powers	18.78	166.53	
Falls City	S. P. Co.	Salem to wye		28.37	
Geer	S. P. Co.	Salem to Geer		6.81	
Mill City	S. P. Co.	Shelburn to Idanha		45.81	
Milwaukie	S. P. Co.	Wilsonia to Willsburg Jct.		3.06	
Molalla	S. P. Co.	Canby to Molalla		10.28	
Newberg	S. P. Co.	St. Joseph to Portland		36.56	
Perrydale	S. P. Co.	Broadmead to Perrydale		2.37	
Tallman	S. P. Co.	Page to Tallman		7.69	
Tillamook	S. P. Co.	Hillsboro to Tillamook		91.22	
Wendling	S. P. Co.	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co.	Cheshire to Cook via Beaverton		118.77	
Willamina	S. P. Co.	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co.	Woodburn to Springfield		92.94	
Toledo	S. P. Co.	Albany to Toledo		74.44	
Total Branches					731.45
Total Portland Division					1165.45

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40-154		78,000		
“ “ — “ “ 155-224		89,000		
“ “ — “ “ 500-506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club.....(ACI)	146,210	122,300	172,200	164,700
Official...(NAC)	170,700	155,370		
“ (ACW)—Cars 107-128			182,800	182,800
“ (ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000‡
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200		194,900	178,900
“ — “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H.P.	158,400			
“ “ “ —600 H.P.	167,200			

‡Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

TRAINMASTERS

W. W. McDONALD..............................Portland, Ore.
E. D. SMITH..............................Eugene Yard, Ore.
F. E. KALBAUGH..............................Portland, Ore.
G. H. MOORE..............................Roseburg, Ore.
C. H. GRANT..............................Eugene Yard, Ore.

ROAD FOREMEN OF ENGINES

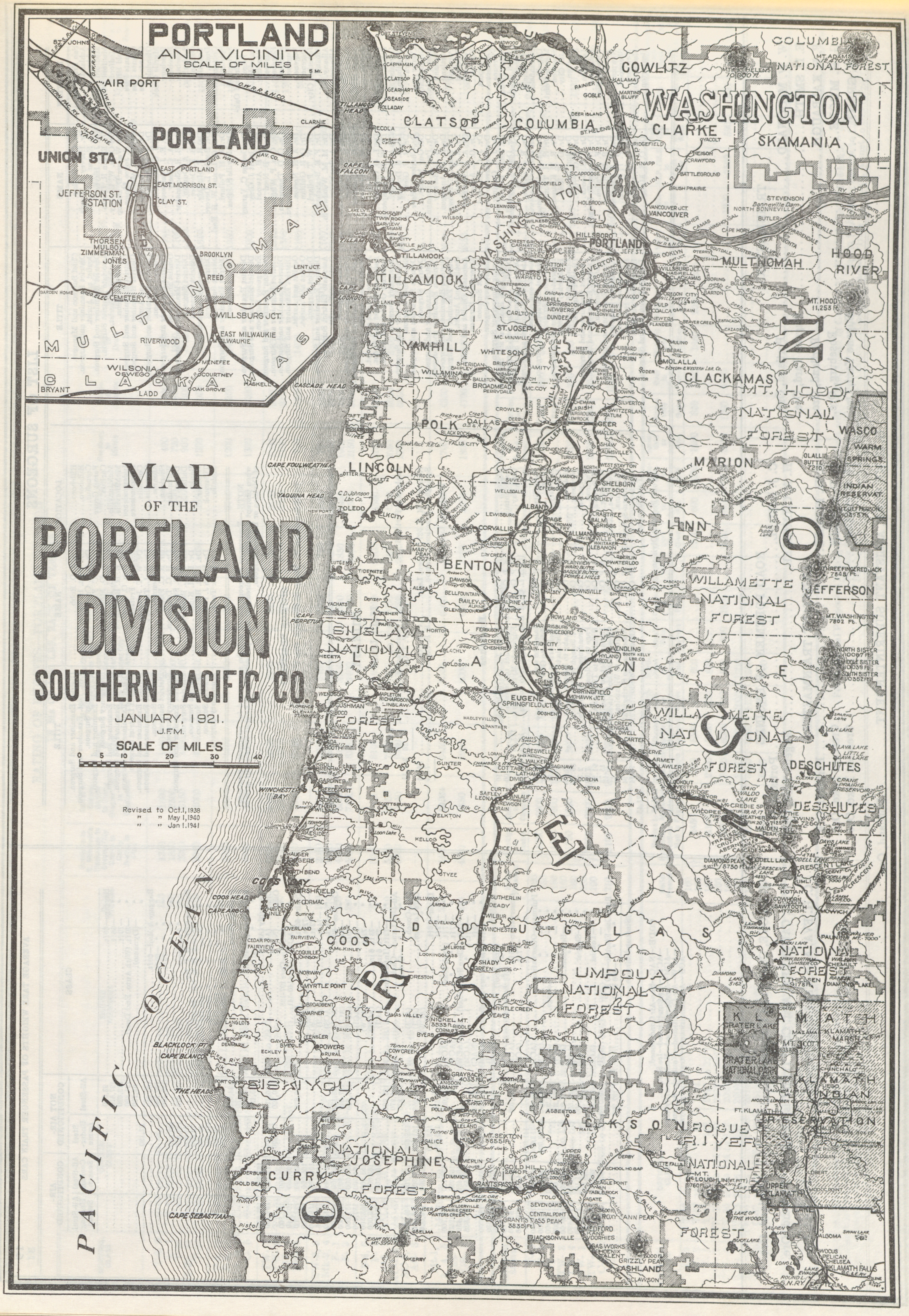
C. J. RIEDEL..............................Portland, Ore.
H. A. CHANDLER..............................Eugene Yard, Ore.

ASSISTANT TRAINMASTERS

C. H. PHELPS..............................Portland, Ore.
D. P. BOYKIN..............................Crescent Lake, Ore.
H. C. CHASE..............................Crescent Lake, Ore.

J. I. LOVE, Chief Train Dispatcher..................Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher.....Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher...........Portland, Ore.

G. H. KILBORN, ASSISTANT SUPERINTENDENT............Portland, Ore.


PORTLAND
AND VICINITY
SCALE OF MILES
0 1 2 3 4 5 MI.
ST. JOHNS
AIR PORT
WILLAMETTE
PORTLAND
UNION STA.
GUILD LAKE YARD
EAST PORTLAND
EAST MORRISON ST.
JEFFERSON ST. STATION
CLAY ST.
RIVER
THORSEN
MULBOX
ZIMMERMAN
JONES
BROOKLYN
REED
LENT JCT.
CLARNIE
GARDEN HOME
CEMETERY
WILLSBURG JCT.
EAST MILWAUKIE
MILWAUKIE
RIVERWOOD
MENEFEE
WILSONIA
OSWEGO
COURTNEY
OAK GROVE
HASKELL
BRYANT
LADD
MULTNOMAH
CLACKAMAS
O.W.R.R.& N.CO.
NORTHERN PAC. RY.
OREG. WASH. R.R.& NAV. CO.
WASHINGTON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ADAMS
MT. ST. HELENS
COLUMBIA
CLATSOP
TILLAMOOK
WASHINGTON
YAMHILL
POLK
LINCOLN
BENTON
LINN
MARION
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
JEFFERSON
DESCHUTES
KLAMATH
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
LANE
OREGON
PORTLAND
VANCOUVER
ASTORIA
HILLSBORO
BEAVERTON
OREGON CITY
SALEM
ALBANY
CORVALLIS
EUGENE
SPRINGFIELD
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
COOS BAY
MARSHFIELD
NORTH BEND
TOLEDO
NEWPORT
TILLAMOOK
CAPE FALCON
CAPE LOOKOUT
CASCADE HEAD
CAPE FOULWEATHER
YAQUINA HEAD
CAPE PERPETUA
WINCHESTER BAY
COOS HEAD
CAPE ARGO
BLACKLOCK PT.
CAPE BLANCO
THE HEADS
CAPE SEBASTIAN
MT. HOOD 11,253 Ft.
MT. HOOD NATIONAL FOREST
WARM SPRINGS INDIAN RESERVAT.
MT. JEFFERSON
THREE FINGERED JACK 7848 Ft.
MT. WASHINGTON 7802 Ft.
NORTH SISTER
MIDDLE SISTER
SOUTH SISTER
WILLAMETTE NATIONAL FOREST
DESCHUTES NATIONAL FOREST
SIUSLAW NATIONAL FOREST
UMPQUA NATIONAL FOREST
SISKIYOU NATIONAL FOREST
ROGUE RIVER NATIONAL FOREST
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
MT. THIELSEN
DIAMOND PEAK
MT. McLOUGHLIN (MT. PITT)
MT. SCOTT
GRAYBACK
MT. SEXTON
GRIZZLY PEAK
PACIFIC OCEAN

MAP
OF THE
PORTLAND DIVISION
SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

Revised to Oct.1, 1938
" " May 1, 1940
" " Jan 1. 1941